

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1186.—Vol. XXVIII.

LONDON, SATURDAY, MAY 15, 1858.

(STAMPED, SIXPENCE.
(UNSTAMPED, FIVEPENCE.

JAMES CROFTS, MINING AND SHAREBROKER,
No. 1, FINCH LANE, LONDON (established 14 years), TRANSACTS every BUSINESS IN MINING SHARES, but, not being a DEALER, BUYS and SELLS orders confided to him.
I am specially recommended for purchase:—
*Calstock Consols. *Par Consols.
*Wheat Trelawny. *Mary Ann.
*Vale of Towry. *Great Wheel Alfred.
*Catherine and Jane. *Herodsfoot.
I am instructed to dispose of shares in the WHEAL FLORENCE SILVER MINE, Devon, a fine specimen of the ore from which (said to be worth £100 per silver) may be seen at his office, and also the latest report from the mine.
*Dividend mines.
Bankers: The Commercial Bank of London, Lothbury.

JAMES LANE, No. 29, THREADNEEDLE STREET,
MINING SHARE DEALER.

PETER WATSON'S WEEKLY MINING CIRCULAR, AND SHARE LIST.

Difficulties which shareholders and the mining public have encountered in seeking prices of mine shares, &c., daily or weekly, has induced me, at the suggestion of my friends, to publish a "WEEKLY MINING CIRCULAR, AND SHARE LIST" which will be published every Friday (in time for post), and comprise the following:—

1. **MINING MEETINGS**, showing the months in which meetings are held.
2. **MINING MEETINGS**, showing when meetings are held.
3. **RECORD OF PRICES, AND TRANSACTIONS IN MARKET.**
4. **NEWS, AND REPORTS FROM MINES.**
5. **TO SUBSCRIBERS.**

6. **SALES OF ORES**—Copper, Tin, and Lead, with corresponding sales of last month.
7. **MARKET**, showing any change in prices.
8. **SHARE LIST**—DIVIDEND, showing number of shares in each mine, amount paid share, present market price, and of such as are only nominal, last dividend due, amount per share, and date.

9. **SHARE LIST**, showing number of shares, amount paid, present market price, and a column only nominal prices.
10. **MINES**—SHARE LIST, showing number of shares, amount of shares, amount paid share, closing prices, daily sales.

11. **PERSONS** interested in, or associated with, mining, particularly in Cornwall and Devon, and would find it to their interest to subscribe to this "Weekly Circular," wherein I daily to announce any important changes in mines generally throughout the said counties (and elsewhere, so far as attainable), pointing out any favourable changes in local situation as they from time to time occur, and commenting on their respective merits.

12. **ADVICE**, my constant endeavour to convey the best and most reliable information from authentic sources) and advice, as a guide to the selection of mines most desirable for investment and speculation; also, to give the closest actual marketable prices and sellers. The supply and demand frequently enhance or diminish the market, under the intrinsic value of shares; whenever this is the case, I shall endeavour to point out the same, and my observations and suggestions will be based on legitimate grounds, in connection with market operations.

13. **ADDITION** to the foregoing information given in my several weekly numbers, I have added explanations showing how the standard, produce, and price per ton of copper, tin, and lead, and ores, are arrived at, with examples. Also, setting forth important information just received from Amsterdam respecting the forthcoming annual sale of foreign stock of Banca tin; and the probable future supply from foreign mines.

14. **ADVICE** reports of several mines are also given. My agents, of long and practical experience, are daily inspecting and reporting on mines throughout Cornwall and Devon; and subscribers have the advantage of unbiased and reliable information.

15. **ADVICE** to have copies regularly sent them, will be supplied for an annual subscription of £1 1s., or 6d. per copy.

Threadneedle-street, London, E.C., May 14, 1858. **PETER WATSON.**

DIVIDEND MINE SHARES FOR SALE.

10 Alfred Cons., cop. 2 Margaret, tin. 10 West Basset, copper.
11 Basset, tin. 2 North Basset, copper. 2 West Wh. Seton, cop.
12 Basset, tin. 5 Par Consols, copper, tin. 10 Wheat Charlotte, cop.
13 Basset, tin. 5 Providence, tin. 5 Wh. Wey, lead, £1 1/2.
14 Basset, tin. 15 Caradon, cop. £1 1/2. 1 Wheat Basset, copper.
15 Basset, tin. 1 South France, tin. 1 Wheat Basset, tin.
16 Basset, tin. 50 Sortridge Consols, cop. 1 Wheat Trelawny, silver-lead, £2 1/2.
17 Basset, tin. 5 St. Ives Consols, tin. 10 Vale of Towry, lead, 23s.
18 Basset, tin. 20 Great Wheal, tin. 25. 20 Great Wheal, tin. 25.
19 Basset, tin. 5 Gt. Alfred, cop. £1 1/2. 20 Great Wheal, tin. 25.
20 Basset, tin. 50 Trelawny Consols. 22 South Hog, lead.
21 Basset, tin. 20 Trelawny, tin. 20 South Cuddra, copper.
22 Basset, tin. 10 Kelly Bray, cop. £1 1/2. 20 Trelawny, tin.
23 Basset, tin. 50 Lady Bertha, cop. 21s. 20 Trelawny, tin.
24 Basset, tin. 10 Margery, copper, tin. 5 West Rosewarne, cop.
25 Basset, tin. 20 North Robert, £4. 5 West Rosewarne, lead.
26 Basset, tin. 10 North Levant, tin, cop. 140 Wheel Zion, copper.
27 Basset, tin. 20 Pendine, copper, £3 1/2. 50 Wheel Florence.
28 Basset, tin. 20 Penhalgryn, lead. 20 Yarnier, copper.
29 Basset, tin. 20 Pen-an-drea, tin. 100 Redmoor, copper, tin.
30 Basset, tin. 20 Pen-an-drea, tin. 50 St. Austell Cons., tin.
31 Basset, tin. 20 Pen-an-drea, tin. 20 Swannell, lead.
32 Basset, tin. 20 Pen-an-drea, tin. 22 South Hog, lead.
33 Basset, tin. 20 Pen-an-drea, tin. 20 South Cuddra, copper.
34 Basset, tin. 20 Pen-an-drea, tin. 20 Trelawny, tin.
35 Basset, tin. 20 Pen-an-drea, tin. 20 Trelawny, tin.
36 Basset, tin. 20 Pen-an-drea, tin. 20 Trelawny, tin.
37 Basset, tin. 20 Pen-an-drea, tin. 20 Trelawny, tin.
38 Basset, tin. 20 Pen-an-drea, tin. 20 Trelawny, tin.
39 Basset, tin. 20 Pen-an-drea, tin. 20 Trelawny, tin.
40 Basset, tin. 20 Pen-an-drea, tin. 20 Trelawny, tin.

NTED TO PURCHASE.—100 Wheel Greenville, 20 Margery, 100 Carnworthy, 100 Lady Bertha, 20 Wheat Margaret, 1 Levant, 10 Wheat Charlotte. Tin having advanced £10 per ton, shares ought to be bought immediately. Providence is the cheapest in the market, at £67.

Mr. LELEAN, 4, Cushion-court, Old Broad-street, London.

R. R. LINTHORNE, ENGLISH AND FOREIGN MINING AGENT, 3, ADAM'S COURT, OLD BROAD STREET, LONDON.

N.B. Business transacted in every description of stock and shares.

R. E. GOMPERS HAS BUSINESS TO TRANSACT IN—

20 Edward, £50. 2 Mary Ann, £46. 50 Vale of Towry, 23s. 6d.
100 Down, £50. 200 Worthing, 3s. 5d. 100 Galt, 16s.
100 Down, £50. 200 Trelawny, 15s. 100 Galt, 12s. 6d.
100 Down, £50. 1 Basset, £212 1/2. 100 Hawkmoor, 10s.
100 Down, £50. 50 Bertha, 19s. 6d. 2 Margaret, £55.
100 Down, £50. 100 Sortridge, 25s. 6d. 5 Par Consols, £19 1/2.
100 Down, £50. 5 Arthur, £4 1/2. 20 Devon Buller, 7s. 6d.
100 Down, £50. 20 Pen-an-drea, tin. 20 Yarnier, copper.

Apply to Wm. MICHELL, 3, Austinfriars, London, E.C.—May 14, 1858.

MINING OFFICES, 32, POULTRY, LONDON, E.C.

HENRY GOULD SHARP, MINE SHAREBROKER,

calls the attention of his friends and the public to the present depressed state of the Mining Market, which now offers unusual facilities for investing in several of the shares in which are certain to advance in price several hundreds per cent.

NOTICE TO THE MINING PUBLIC.

Who want a safe investment, and one that will pay well, buy shares in the

GREAT CARADON COPPER MINE.

1. per share. Ten lodes have been opened, all of which produced rich copper ore; and can be seen at my office, which were taken 5 ft. down. This mine is due of the South Caradon Copper Mine (which has paid in dividends £130,560 on the outlay of £400 only); consequently, has the same rich lodes passing through the length of the mine. Mr. George Heywood, of Leeds, has just inspected this mine, and in last week's Journal, it is well worth reading.

HUCKWORTHY BRIDGE COPPER MINE.

These shares are well worth buying at 7s. per share. This will prove one of the richest in Devon. There is a splendid lode 8 ft. wide, producing the stones of copper rich specimens can be seen at my office. The cross-course lode of Wheel Friend, which has paid in dividends £305,344 on an outlay of £6400) passes direct through the mine. Some splendid grey copper ore has been assayed by Mr. James Harvey, of Exeter, and found to produce for clean copper 54 1/2 per cent.

SHARES FOR SALE:—

100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.

SHARES WANTED:—

100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
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100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.
100 Lady Bertha, 20s. 6d. 50 Trelawny, £1 1/2. 20 Trelawny, tin.

Bankers: London and Westminster Bank, Lothbury.

G E O R G E M O O R E,

DEALER IN MINING SHARES.
1, CROWN COURT, THREADNEEDLE STREET.

GEORGE MOORE will sell the following SHARES, or any part, at quoted prices, FREE OF ANY COMMISSION:—

5 Bedford United, £6 1/2. 20 Nant and Penr., 23s. 6d. 10 Tincroft, £3 16s. 3d.
25 Drake Walls, 30s. 9d. 1 North Roskar, £24 1/2. 50 Vale of Towry, 22s. 10 1/2 d.
25 East Falmouth, an offer wanted. 1 North Basset. 1 West Seton.
1 Gramb. and St. Aubyn. 10 Par Consols. 10 Wh. Edward, £4 19s. 6d.
10 Hingston Down. 25 Sortridge Cons., 28s. 9d. 1 Wh. Trelawny, £23 1/2.
50 Tamar Consols, 20s. 6d.

NON-DIVIDEND.

20 Caradon Wh. Hooper. 10 East Rosewarne. 10 Tolvaaden, £6 1/2.
50 Catherine and Jane. 10 E. Wh. Russ., £6 8s. 9d. 50 West Greenville, 5s. 11 1/2 d.
20 Dale. 10 Gt. Wh. Alfred, £25 8s. 9d. 10 Wheat Agar.
25 Devon Wh. Buller, 5s. 15 Great Wh. Busy, £4 1/2. 20 Wheat Greenville.
1 East Basset, £96 1/2. 30 Lady Bertha, 20s. 10 1/2 d. 20 Trelawny.
10 E. Gunnis Lake, £2 1/2. 10 North Robert, £4 1s. 3d. 20 Trelawny, an offer wanted.
25 East Tamar, 14s. 6d. 50 Porkell's United, £2 1/2. 20 Trelawny, 4s. 9d.
20 Yarnier.

FOR SALE, for immediate cash, 15 Great Wheel Busy, and 20 Penstruthal; a considerable reduction from quoted prices will be taken.

PURCHASERS of unobjectionable respectability can register transfers and receive CERTIFICATES of same previous to PAYMENT.

In any business that GEORGE MOORE is favoured with, in which he is the buyer, he will give CASH ON RECEIPT OF TRANSFER.

MESSRS. J. J. REYNOLDS AND SON,

No. 1, ROYAL EXCHANGE BUILDINGS, LONDON, E.C., ENGLISH AND FOREIGN STOCK, RAILWAY, AND MINING SHAREBROKERS, beg to inform their friends and the public that the present time is a FAVOURABLE OPPORTUNITY FOR INVESTMENT in many undakings of a substantial character, paying dividends worthy the attention of the capitalist.

Every information can be obtained at their offices, which their practical experience enables them to give, not only of mines and other properties of established value, but of those that are not.

MESSRS. POWELL AND COOKE,

DEALERS IN BRITISH MINING SHARES.
8, HERCULES CHAMBERS, OLD BROAD STREET, LONDON.

Information furnished relative to Dividend and Progressive Mines; and all business transacted at net prices.—Dated May 14, 1858.

JAMES HERRON HAS FOR SALE the following SHARES, at the prices quoted, and FREE OF COMMISSION:—

10 Alfred Cons., £11 1/2. 1 Gramb. and St. Aubyn. 1 Rosewarne, £27 1/2.
10 Bryntall, 35s. £17 1/2. 5 Great Alfred, £25 8s. 9d. 20 Redmoor, 5s. 8d.
10 Bolling Well, 35s. 9d. 20 Garreg, 7s. 9d. 5 Stray Park.
30 Craddock Moor, £38 1/2. 10 Grenville, 38s. 9d. 20 North Wheel Ellen.
30 Carter and Jane, 3s. 3d. 10 Great Hewas, 17s. 9d. 20 Tamar Consols, 19s. 9d.
1 Cohn Brevins, £41 1/2. 5 Hingston Down. 10 Trelawny, 15s. 3d.
20 Cyn Secombe, 25s. 20 Holmshush, 42s. 10 Trelawny, £24 1/2.
20 Chancelorville, 1s. 9d. 2 Kitty (L.), £10 18s. 9d. 1 Vale of Towry, 22s. 9d.
30 College Mines, 2s. 20 Ludcott, 24s. 9d. 30 Wheat Cupid, 8s. 6d.
10 Drake Walls, 35s. 10 Lewis, £2 1/2. 1 Wheat Margaret, £59.
1 Devon Gt. Con., £477 1/2. 20 Lady Bertha, 20s. 9d. 1 Wh. Mary Ann, £46 1/2.
20 Dale, 18s. 9d. 20 North Trelawny. 5 Wh. Edward, £5 1s. 9d.
1 Ding Dong, £18 1/2. 100 New Crow Hill, 12s. 5 West Basset, £24 1/2.
5 East Tamar. 20 North Downs, £2 1/2. 50 West Greenville, 5s. 3d.
5 East Russell, £6 8s. 9d. 5 West Frances, £7 7 1/2. 50 West Trelawny, £28.
5 East Rosewarne, 11s. 9d. 20 Penr. and E. Crinis. 50 Willow Bank, 11s. 9d.
5 East Wheel Rose, £6 1/2. 12s. 9d. 10 West Providence, 25s.
5 Great Wheel Busy. 10 Pen-an-drea, 14s. 9d. 10 Wh. Harriet, 11s. 9d.

Mr. HERRON gives an unqualified denial, so far as he is concerned, to the reports circulated, that shares advertised for sale cannot be purchased at the prices quoted; for he is in a position to prove that out of the last 100 applications, 91 were supplied, the cause for not selling the remainder being that important discoveries had taken place, which were unknown when the advertisement was inserted, and to have sold under such altered circumstances would not have been doing justice to those who had entrusted him with their shares. It is invariably his rule only to insert such shares in his weekly list as he is in a position to sell, if applied for within a reasonable period. The above system of transacting business has been the best reason for his being so well appreciated by the public.

2, Adam's-court, Old Broad-street, London, May 14, 1858.

MESSRS. VIVIAN AND REYNOLDS, MINE AGENTS,

68, OLD BROAD STREET, LONDON, E.C.

MESSRS. VIVIAN AND REYNOLDS are enabled, through the long experience of Mr. W. C. Vivian as an underground agent and manager of mines in Cornwall, and in various foreign countries, to afford information on most important mining districts; and to inspect and report on mines. They are also enabled, by the several years' acquaintance of Mr. J. J. Reynolds, jun., with the transactions of the London share market, to obtain every advantage for those who may want either to buy or sell mining or any other description of stock.

MESSRS. VIVIAN AND REYNOLDS have daily information from the principal seats of mining, which is at the service of those who may honour them with their confidence.

MESSRS. VIVIAN AND REYNOLDS have FOR SALE:—

5 Alfred Consols, £11 1/2. 2 Rosewarne, £18 1/2. 25 Dale, 15s. 9d.
1 Botallack. 25 Sortridge Consols, 28s. 10 East Alfred, £1 1/2.
1 Carn Brea, £50. 1 South France. 10 East Hender.
1 Condurow, £100. 25 St. David, 15s. 9d. 20 Wheel Hender.
1 Dolcoath. 10 West Fowey Cons., £28 1/2. 5 Lelant Consols, 30s.
1 Great St. Tolgus, £15. 1 United Mines, £7 1/2. 50 North Dolcoath.
1 Gramb. and St. Aubyn. 10 Tincroft, £4 1/2. 20 New Wheel Vor, £3 1/2.
20 Great Wheel Vor, £2 1/2. 25 Vale of Towry, 22s. 9d. 30 South Condurow, 3s.
1 Great Work, £110. 1 Wheat Edward, £5 1/2. 30 West Greenville, 4s. 9d.
1 Levant, £100. 1 Wheat Margaret. 5 Stray Park, £4.
1 North Pool, £40. 5 Bell and Lanarth, £3 1/2. 10 Tolvaaden, £6 1/2.
5 North Roskar, £24 1/2. 5 Camborne Consols, £8. 10 West Stray Park, £3 1/2.
5 Par Consols, £19 1/2. 5 Clibb and Wentw., £6. 10 North Croft.
5 North Basset, £11 1/2. 20 Carter and Jane, 8s. 9d. 50 East Rosewarne, 12s. 6d.
5 Cook's Kitchen.

MR. WILLIAM MOORE, STOCK AND SHAREDEALER,

11, HERCULES CHAMBERS, OLD BROAD STREET.

N.B. Business transacted in every description of stock and shares.

MR. R. H. M. JACKMAN, MINING AND SHAREBROKER,

2, ADAM'S COURT, OLD BROAD STREET, HAS BUSINESS in most of the MINES named on the last page of this Journal; and will be happy to receive any BUYING or SELLING ORDERS, which will be punctually attended to.

Commission 1 1/2 per cent.

VALUABLE MINE SHARES FOR SALE.

FOR SALE, at the prices quoted, WITHOUT ANY EQUIVOCATION, FOR CASH ONLY, the undermentioned valuable MINING PROPERTY, being, without any exception, thoroughly sound bona fide undertakings, much more so than are usually to be met with in mining enterprise, and in all probability, will, within six months from the present time, become saleable at double the prices herein stated:—

2 So. Wh. Frances, £27 1/2. 20 East Russell, £6 8s. 9d. 25 Lady Bertha, 22s. 6d.
2 Providence, £68 1/2. 20 Wheel Sidney, 28s. 6d. 20 Tavy Consols, 16s. 6d.
2 Trelawny, £25. 10 Hingston Down, £2 1/2. 20 Wh. Harriet, 17s. 6d.
35 Calstock Consols, £4 1/2. 20 Trelawny, 15s. 3d. 10 North Levant, £3 1/2.
20 Wheel Wey, £4. 20 Nor. Trelawny, 16s. 6d. 20 Sortridge Cons., 28s. 6d.
20 North Robert, £4 1/2. 10 East Falmouth, £3 1/2. 25 Bedford Cons., 14s. 6d.
20 North Tavy, £2. 30 E. Providence, 16s. 6d. 5 Wheel Margery, £12 1/2.

P.S. Those of the above not at present in the Dividend List, bid for to be so within a very short period.—Apply to Mr. RICHARDS, Woodland Cottage, Stoke, Devonport.

ROBERTSON AND BUTT, METAL BROKERS AND AGENTS,

15, UNION COURT, OLD BROAD STREET, E.C.

Business transacted in Railway, Banking, Mining, and other securities.

THE MIDLAND IRON COMPANY, ROTHERHAM, YORKSHIRE,

MANUFACTURERS OF RAILWAY TYRES AND AXLES FOR LOCOMOTIVE ENGINES, CARRIAGE AND WAGON WHEELS. From the tests to which this iron has been submitted by engineers and railway companies during several years, its superior quality has been generally acknowledged, and can be unhesitatingly affirmed.

MESSRS. A. J. HUTCHINGS AND CO'S

PATENT IMPROVED WIRE ROPE.

SOLE MAKERS TO THE LORDS OF THE ADMIRALTY, THE FRENCH AND TURKISH GOVERNMENTS, AND THE principal Colliery Proprietors throughout the kingdom.

MANUFACTORY, MILL WALL, POPLAR, LONDON.

ROUND AND FLAT ROPES of every description, suitable for mining operations or other purposes, GALVANISED OR UNGALVANISED, MANUFACTURED upon the newest and most improved machinery, ensuring greater pliability, durability, and strength; and is admitted by the principal colliery proprietors to be far superior to any other kind of wire-rope. The superiority of these ropes over hempen ones, in point of strength, lightness, durability, and cost, is admitted by all who have tried them.

GUIDE ROPES, SIGNAL CORD, LIGHTNING CONDUCTORS, &c.

MR. T. P. THOMAS, MINING AUCTIONEER,

2, CROWN COURT, THREADNEEDLE STREET, LONDON.

TO CAPITALISTS.—Those who seek safe and profitable investment, free from risk, should act only upon the soundest information. The market prices of the day are for the most part governed by the supply and demand, and the operations of speculators, without reference to the soundness or merits of the undertaking. J. R. PIKE feels confident that mines afford a wider range for profit than any other securities.

J. R. PIKE could name many that are free from debt, have large reserves, and pay dividends 10-monthly, varying from £15 to £30 per cent. per annum. Instances frequently occur of young mines rising in value 500 to 1000 per cent.; but these kind of securities more than any other should be purchased only upon the most reliable information, because there are shares upon the market of schemes called mines quoted at fictitious prices, intrinsically worthless.

J. R. PIKE devotes special attention to mines, therefore can afford every information to intending investors. Purchases and sales effected upon the best possible terms.

3, Pinner's-court, Old Broad-street, London.

MR. T. E. W. THOMAS, MINING AGENT AND GENERAL

MINING SHARE DEALER.
11, DALE STREET LIVERPOOL.

MR. J. HOLLOW'S GENERAL MINING AGENCY OFFICES,

HAYLE, CORNWALL; AND AT
1, CROWN COURT, OLD BROAD STREET, LONDON, E.C.

MR. FRANCIS RIDGMAN, MINING SHARE DEALER,

TAVERSTOCK, DEVON.

MR. E. B. PALMER, MINING SHARE BROKER,

STOCK EXCHANGE, CHESTERFIELD, is prepared to ADVISE as to INVESTMENTS IN DERBYSHIRE MINES, and issue SPECIAL REPORTS of their progress on reasonable terms.

THOMAS ROACH, MINING AGENT,

57, OLD BROAD STREET, E.C.

Sixteen years' experience in practical mining, and (subsequently) six years' extensive commission business, enable the ADVERTISER confidently to RENEW the OFFER OF HIS SERVICES to those interested in MINING. He is invariably in a position to BUY and SELL in bona fide SHARES; and continues to attend meetings of mining companies, or the audit of accounts, for friends non-resident in the metropolis. Mines inspected, and reports furnished, by competent agents, at short notice, and on reasonable terms.

TO CAPITALISTS.—RELIABLE INFORMATION may be obtained on application to the undersigned, in respect of MISCELLANEOUS SECURITIES generally. BANKS, INSURANCE SHARES, LAND COMPANIES, MINES (British and Foreign), RAILWAYS, FOREIGN STOCKS, and the PUBLIC FUNDS BOUGHT and SOLD at the closest market price, and at moderate commission. References given and required. **JOHN BATTERS**, Stock and Sharebroker.

26, Throgmorton-street, London, E.C.

MR. BISHOP, MINING BROKER,

86, LOMBARD STREET, CITY.

Shares bought and sold, and advice given as to investment.

A few shares in a limited company, will pay to a large per cent. for purchasing.

JOHN GLEDHILL AND CO., MINE AGENTS, SHARE

BROKERS, AND GENERAL DEALERS.
MINING RECORD OFFICE, 12, SOUTH PARADE, LEEDS.

Mines well selected are the best investments, paying from 15 to 30 per cent. on the outlay. They have to OFFER SHARES in most of the DIVIDEND and PROGRESSIVE MINES, and are ready to give every information relative to all mining matters.

Dated May 14, 1858.

WEST END MINE AND QUARRY OFFICES, 5, WATERLOO PLACE,

FALL MALL.

MESSRS. BRUNTON AND CO., ENGINEERS AND MINERAL

SURVEYORS, undertake the MANAGEMENT and WORKING OF MINES, QUARRIES, &c., and CONDUCT the LONDON AGENCY of all MINERAL PROPERTIES in their offices with system, economy, and regularity.

Messrs. BRUNTON and Co. beg to inform proprietors of mines, &c., that the business of these properties is carried on in their office upon the following principles, viz.:—

Accounts systematically and closely made up.

Statements in detail, and clear summaries of finance and expenditure.

Entire and impartial openness of books, reports, and documents, to all shareholders, for perusal or extract.

Immediate communication of any important occurrence to the shareholders.

MINERAL PROPERTIES SURVEYED, and ESTIMATES OF MACHINERY, PLANT, and COSTS OF WORKING FURNISHED.

FIFTEEN to TWENTY, and even TWENTY-FIVE PER CENT. PER ANNUM, upon current value of shares, in CORNISH TIN and COPPER MINES.

PATENT WIRE ROPES, ONE-HALF THE COST OF HEMP

HENRY J. MORTON AND CO.'S (2, BASINGHALL BUILDINGS, LEEDS)
PATENT WIRE ROPES, for the use of MINES, COLLIERIES, RAILWAYS, &c.;
one-half the weight of hemp rope, and one-third the cost; one-third the weight of chains,
and one-half the cost—in all deep mines these advantages are self-evident.
References to most of the principal colliery owners in the kingdom.
GALVANISED SIGNAL CORDS AND KNOCKER LINES;
will not rust or corrode, and not affected by the copper water in mines. Very strong,
and not at all liable to break. Prices from 15s. per 100 yards.
PATENT ASPHALTED ROOFING FELTS, 1d. per foot.
DRY AIR BOILER FELTS, saving 25 per cent. of fuel.
PATENT BOILER COMPOUND, for hot water.
FAIRBANK'S WEIGHING MACHINES, of all sizes.
GALVANISED IRON ROOFING AND SPOUTING.
PATENT FLEXIBLE STEAM PACKING, 1s. 3d. per lb.
PATENT METALLIC PACKING, 4s. per lb. [leather.
PATENT AMERICAN DRIVING BANDS, much cheaper and more durable than
FLAX HOSE PIPES, for water, &c., one-fourth the price of leather hose.
PATENT GALVANISED AIR-PIPES, for ventilation.
STOCK OF MINING AND RAILWAY STORES in Liverpool and London:—viz., OILS,
GREASES, COTTON WASTE, SPUN YARN, WHITE LEAD, VARNISHES, &c.;
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PATENT IMPROVED GAS WORKS, OF ALL SIZES,

for the use of PRIVATE HOUSES, MANNSONS, RAILWAY STATIONS,
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FIXED COMPLETE, with greatly improved means for purifying, &c.
Works of all sizes, from 10 lights to 500 lights, estimated for. The construction is so
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servant. For LIGHTING CORNISH MINES these works are well adapted, and at a
cost of one-half below the usual outfit.—Apply to
HENRY J. MORTON AND CO., GALVANISED IRONWORKS,
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SOLE LICENSEES AND AGENTS.

MAPPIN'S "SHILLING" RAZORS, warranted good by the

maker, shave well for twelve months without grinding.
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MAPPIN BROTHERS, QUEEN'S CUTLERY WORKS, SHEFFIELD; and No. 67, KING
WILLIAM STREET, CITY, LONDON; where the LARGEST STOCK OF CUTLERY in
the world is kept.

MAPPIN'S ELECTRO-SILVER PLATE & TABLE CUTLERY.

—MAPPIN BROTHERS (Manufacturers by Special Appointment to the Queen)
are the only Sheffield makers who supply the consumer in London. Their London Show
Rooms, 67 and 68, KING WILLIAM STREET, LONDON BRIDGE, contain by far the LARGEST
STOCK OF ELECTRO-SILVER PLATE and TABLE CUTLERY in the world, which
is transmitted direct from their manufacturing, QUEEN'S CUTLERY WORKS, SHEFFIELD.
Lily Pat. Double Thread. King's Pat. Lily Pat.

12 Table Forks, best quality.....	£ 1 10 0	£ 2 14 0	£ 3 0 0	£ 3 12 0
12 Table Spoons, best quality.....	1 16 0	2 14 0	3 0 0	3 12 0
12 Dessert Forks, best quality.....	1 7 0	2 0 0	2 4 0	2 14 0
12 Dessert Spoons, best quality.....	1 7 0	2 0 0	2 4 0	2 14 0
12 Tea Spoons, best quality.....	0 16 0	1 4 0	1 7 0	1 16 0
2 Sauce Ladles, best quality.....	0 8 0	0 10 0	0 11 0	0 13 0
1 Gravy Spoon, best quality.....	0 7 0	0 10 0	0 11 0	0 13 0
4 Salt Spoons (gilt bowls), best qu.	0 6 0	0 10 0	0 12 0	0 14 0
1 Mustard Spoon, best quality.....	0 1 0	0 2 0	0 3 0	0 3 6
1 Pair Sugar Tongs, best quality.....	0 3 6	0 5 6	0 6 0	0 7 0
1 Pair Fish Carvers, best quality.....	1 0 0	1 10 0	1 14 0	1 18 0
1 Butter Knife, best quality.....	0 3 0	0 5 0	0 6 0	0 7 0
1 Soup Ladle, best quality.....	0 12 0	0 16 0	0 17 6	1 0 0
6 Egg Spoons (gilt), best quality.....	0 10 0	0 15 0	0 18 0	1 1 0

Complete Service.....£10 13 0.....£15 16 0.....£17 18 6.....£21 4 6

As had separately at the same prices.
One Set of Four Corner Dishes (forming eight dishes), £8 8s.; One Set of Four Dish
Covers (one 20 in., one 18 in., and two 14 in.), £10 10s.; Cruet Frame (four glass), 24s.;
Full Size Tea and Coffee Service, £9 10s. A costly Book of Engravings, with prices at-
tached, may be had on application.

Two dozen Full Size Table Knives, Ivory Handles.....£2 4 0.....£3 6 0.....£4 12 0
1½ dozen Full Size Cutlery ditto.....1 4 0.....1 14 6.....2 11 0
One Pair Regular Meat Carvers.....0 7 6.....0 11 0.....0 13 6
One Pair Extra Sized ditto.....0 8 6.....0 12 0.....0 16 6
One Pair Poultry Carvers.....0 7 6.....0 11 0.....0 15 6
One Steel for Sharpening.....0 3 0.....0 4 0.....0 6 0

Complete Service.....£15 16 0.....£20 18 6.....£29 16 6
Messrs. MAPPIN'S table knives still maintain their unrivalled superiority; all their
blades, being their own Sheffield manufacture, are of the very first quality, with secure
ivory handles, which do not come loose in hot water, and the difference in price is occasioned
solely by the superior quality and thickness of the ivory handles.
MAPPIN BROTHERS, 67 and 68, King William-street, City, London;
Manufacturers, Queen's Cutlery Works, Sheffield.

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Excellence of design and perfection of workmanship.—*Morning Chronicle*.
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Those who cannot personally inspect this extensive and costly stock should send two
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Ludgate-hill, London, E.C. Established 1749.

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PORT, SHERRY, &c., TWENTY SHILLINGS PER DOZEN.
These wines, the produce of a British Colony which has escaped the vine disease (the
vintage occurring in February may account for the same), are, in consequence, whole-
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Customs at half duty, hence the low price. A pint Sample Bottle of each for 24 stamps,
EXCELSIOR BRANDY, Pale or Brown, 15s. per gallon, or 30s. per dozen, Terms, cash.
Country orders must contain a remittance. Cheques to be crossed "Bank of London."
J. L. DENMAN, Wine and Spirit Importer, 65, Fenchurch-street, London;
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"Mr. Denman now supplies these wines at 20s. per dozen; and as it is our rule not to
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to several of the clergy, and the opinion formed is that they are worthy of being patron-
ised."—*Clerical Journal*, Oct. 22, 1857.

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CITY, SUPPLY PURE WINES at the lowest possible prices.—For example, they charge
36s. and 38s. per dozen for PALE, GOLDEN, or BROWN SHERRIES, shipped by the
celebrated Spanish house Duff Gordon and Co.; FINE FRUIT PORTS, at 38s. and
upwards; SPARKLING and CREAMING CHAMPAGNE, direct from the vineyards of
Epernay, at 45s. 6d. HENRY ROBERTSON, Manager.

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Full particulars of the most important Dividend and Progressive Mines will be
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ASIA MINOR CENTRAL RAILWAY COMPANY (LIMITED).

Capital authorised £4,625,000, one-third to be provided by the Ottoman Government.
Seven per cent. interest on deposit and calls, and minimum dividend at that rate
guaranteed during the concession of 99 years. Capital to be immediately created £3,000,000,
in 150,000 shares of £20 each, 50,000 for the Ottoman Government, and 100,000 for general
distribution. Deposit £2 per share.

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An absolute concession for 99 years has been granted by the Sublime Porte of a rail-
way from Samson, the principal port on the Black Sea for the trade of Asia Minor, to
the city of Sivas, in the direct route to the Tigris and the Persian Gulf.

The Government engages to take one-third of the shares on its own account, and
guarantees interest at the rate of 7 per cent. per annum on the capital employed in the
construction of the line, not exceeding £4,625,000. All surplus profit derived from the
undertaking and the guaranteed rate will belong to the proprietors.

The other leading advantages secured to the company are:—

1. The transfer, without charge, of the land for the railway.

2. The privilege of working for their exclusive benefit all coal mines on Government
lands within 30 miles of the line.

3. The option of purchasing at prices to be fixed by a Government Commission all
coal mines on private property within the like distance.

4. The exemption from import duty on all materials for the use and construction of the
railway.

5. The security against any railway competition within 30 miles.

6. The extension of the line to Erzerum under a further concession, with the like
conditions and advantages, after its completion to Sivas, and on its net revenue ex-
ceeding 7 per cent. per annum.

The railway will proceed through a well-populated district, and will accommodate in
its course Mersin, Amassia, Zilleh, and Tocat, all places of considerable importance.
It has been carefully selected and surveyed, and the works have been considered in detail,
by the engineer, who has had much practical experience in foreign railways.

The estimated capital for the completion of the railway does not amount to £4,600,000.
Mr. Price, a contractor of well-known experience and resources, has undertaken to con-
struct the line and stations and provide the rolling stock for £3,750,000, and, as there is
no land to be purchased, the entire expenditure, including interest during the con-
struction, can be calculated and precisely determined.

The line between Samson and Amassia will command a large traffic, and practically
demonstrate the great value of the undertaking, and will, therefore, be the first portion to
be constructed. The capital to be immediately created will amply suffice for its com-
pletion, and for the prosecution of such of the works between that place and Sivas as
can be usefully proceeded with before the opening of the line to Amassia.

The route of the railway, should they amount only to the estimated sum paid for
transport of the traffic should by official returns to have passed through the port of
Samson in 1856, will give a dividend of 16½ per cent. per annum, after allowing 50 per
cent. for working expenses, and reserving 1½ per cent. on the capital for its redemption.

The existing traffic, although so large, will be much increased by the development of
the resources of Asia Minor, and by the greater use of the ancient highway from the
Black Sea to the Persian Gulf, which will become, as the railway is extended in that
direction, the most frequented route between India and Europe.

The Articles of Association provide for the payment of £40,000 for the concession,
survey, and all preliminary expenses; for the repayment of the caution money deposited on
the execution of the contract for the concession when it shall be returned by the Govern-
ment; and for the confirmation of the contract entered into with Mr. Price.

They likewise reserve power to the directors to issue further shares for the remainder
of the capital, at such times, of such amount, and upon such terms as they may find ex-
pedient. On any subsequent issue, however, a preference will be given to the then
holders of the shares now created.

The arrangements made for the prosecution of the works warrant the expectation that
an uniform call of £1 10s. per share every half-year will meet the requirements of the
company.

Copies of the Firm of the Conditions at the Concession, and of the Articles of
Association, are at the office, and may be inspected.

Applications for shares in the annexed form, with 10s. per share on the number ap-
plied for, must be lodged with the company's bankers, for which receipts will be re-
turned. If no shares are allotted the amount lodged will be returned without delay or
reduction. If shares are allotted it will be applied in full or part payment, as the case
may be, of the deposit of £2 per share. The balance, if any, must be paid up within
seven days of the receipt of the letter of allotment, or the whole will be forfeited. Cer-
tificates of shares under the Joint-Stock Companies' Act, 1856, will in due course be issued.

Forms of application for shares and prospectuses may be obtained at the offices of the
company, Gresham-house, 24, Old Broad-street; at Messrs. Carden and Whitehead's,
Royal Exchange-buildings; and at the City Bank, Threadneedle-street.—May, 1858.

FORM OF APPLICATION.

(When filled up to be lodged, with 10s. per share, with one of the company's bankers.)
To the Directors of the Asia Minor Central Railway Company (Limited).

GENTLEMEN,—I request you will allot me shares in the above-named company,
and I herewith lodge the sum of £ being 10s. per share, on such shares. I agree
to accept the above number of shares, or any less number that may be allotted to me,
and to pay up the remainder of the deposit of £2 per share on the shares so allotted. I
also authorise you to enter my name in the Register of Shareholders for the shares so
allotted, and to apply the money now lodged towards the payment of the deposit on such
shares. If I shall fail to pay up the balance of the said deposit within seven days from
the receipt of the letter of allotment, I agree to forfeit the sum lodged.

Dated this day of 1858. Christian and surname in full.....

Address in full.....

Description.....

ASIA MINOR CENTRAL RAILWAY COMPANY (LIMITED).

APPLICATIONS FOR SHARES FROM THE PROVINCES WILL NOT BE RE-
CEIVED AFTER THE ARRIVAL OF THE POST LEAVING MONDAY, THE 17th inst.

By order, GEO. A. CAPE, Jun., Sec. pro tem.

Gresham House, Old Broad-street, London, E.C.

WHEAL PENHALE SILVER-LEAD SETTS,

IN THE PARISH OF ST. BROECK, CORNWALL.

Now to be granted for 21 years, at 1-15th days.

One sett contains the Wheal Penhale Mine, which has returned £6000 worth of ore at
a depth of 30 fms. on the 1st of July 1857, and is a highly promising
mine, parallel to the principal one in the old mine.—All further information may be
obtained from the owner of the estate, Mr. HART NICKELL, Penhale, near Wadebridge,
Cornwall.

THE RIBDEN MINING COMPANY (LIMITED).

Registered pursuant to Joint-stock Companies Act, 1856.
Capital £15,000, in shares of £1 each; 5s. per share payable on allotment.

DIRECTORS.

Mr. W. GILLISPIE, Edgell, Liverpool.

Mr. JOSEPH NALLEN, Burton-on-Trent.

Mr. JAMES PEMBERTON, Brunswick House, Birmingham.

Mr. J. S. RICHMOND, Lime-street, Liverpool.

(With power to add to their number.)

BANKERS—Messrs. Roberts, Curtis, and Co., London; the Uttrocker, Burton, and
Ashbourne Banking Company, Uttrocker branch.

SOLICITOR—Mr. Edward Daniel, Cheshire.

CONSULTING ENGINEER—Mr. Josiah Hugo Hitchens, of the Devon Great Consols.

RESIDENT AGENT—Capt. R. Nines, of the Dale Mine.

SECRETARY—Mr. J. D. Brimton.

OFFICES—5, WATERLOO PLACE, PALL MALL, LONDON, S.W.

This property is situated in the township of Cotton, parish of Alton, and county of
Stafford, and is held under lease for 21 years (18 years unexpired), granted by the late
Earl of Shrewsbury, under the powers vested in him by an Act of Parliament, 6 and 7
Vict., cap. 28, sec. 40, at a royalty of 1-15th.

The sett is about 350 fms. from north to south, and 400 fms. from east to west, and
comprises within its limits a concentration of mineral lands, from which may fairly be
anticipated a large deposit of copper ore.

The rock in which the veins occur is a carboniferous limestone, and the veins them-
selves are composed of soft friable quartz, carbonate of lime, green and blue carbonate of
copper, and the red and green oxide and sulphur of copper. These details correspond
in every respect with those which existed at the celebrated Ecton Mine (which is situated
seven miles to the north-east, in the same range of hills), and the similarity justifies the
expectation that by the judicious application of the capital now proposed to be raised a
result highly beneficial, and it may be equal to Ecton, will be realised.

The miners who formerly worked at Ribden are all firmly of opinion that the bunch of
ore which was discovered in the last operations is only a leader to a very much larger
deposit. The bunch produced, in an incredibly short time, ore to the value of £2000,
averaging 35 per cent. of copper, as stated by the proprietor of the Whiston Copper Works,
who purchased it.

The nature of the lode at the bottom of the mine is proved by the beautiful matrix
brought to the surface, just before the working was stopped by a sudden influx of water
overpowering the horse-whim, and fully justifies the confident expectations entertained
by the men who then worked it.

Independently, however, of operations at this point, which can only be resumed by
means of steam-power, there is the evidence of one of the oldest and most intelligent
miners in North Staffordshire (Philip Critchlow, whose letter is appended to the pro-
spectus, and who has lived in the neighbourhood of the mine all his life), that "there
can be a large quantity of ore raised near the surface, at very little expense."

A perusal of the reports contained in the prospectus will carry conviction of the value
of this property; and it may be stated in addition that Mr. Josiah Hitchens has also in-
spected it, and has declared in unqualified terms his high opinion of its prospects and
capabilities.

The undertaking will be conducted under the new law of limited liability, and the di-
rectors are determined to exercise an economy in carrying on the works as rigid as is con-
sistent with a rapid development of the property.

Some magnificent specimens of the ore raised in 1826, when the mine was last worked,
may be seen at the company's offices.

It is intended to call up the capital in four instalments of 5s. each, at intervals of three
months, the first instalment being paid on allotment.

The lessees of the sett are under agreement to assign the lease to trustees on behalf of
the company, in consideration of 7000 paid-up shares to be allotted to them.

Prospectuses and forms of application may be obtained at the company's offices, No. 5,
Waterloo-place, Pall Mall; of Mr. T. LEWIS, Corn Exchange-buildings, Carr's-lane, Bir-
mingham; Mr. DANIEL, solicitor, Cheshire; or Mr. T. E. W. THOMAS, Dale-st., Liverpool.

MILLTOWN SILVER-LEAD MINING COMPANY, TULLA,

COUNTY CLARE, IRELAND (LIMITED).

Capital £15,000, in 3000 shares of £5 each.—Deposit, 1s. per share on allotment. First
call, £1 per share.

This company has been formed for the purpose of efficiently working the Milltown
Silver-Lead Mine, in the county of Clare.

The lode is composed of spar, blende, mndic, quartz, and lime rock, intermixed through-
out with good branches of silver-lead ore, worth about £20 per ton. The blende is worth
£3 10s. per ton. Large deposits of ore have been found in the same strata, and carbonate
of lime in large quantities lies at the surface, suitable for burning.

The opinions of three eminent practical men—viz., Capt. Kilm, Mr. Lisabé, and Capt.
Paul, of the Goggin Mine, Wales—have been obtained, who concur in the belief that the
indications of the highly argentiferous ore (containing 38 ozs. of silver to the ton of lead)
which this mine presents, call for such a full and proper development as can best be ef-
fected by a company with adequate capital, and hold out prospects of largely remun-
erative profit.

Up to a very recent period the Milltown Mine has been in the possession of an English
gentleman, who, residing at a distance from the scene of operations, has been unable to
bestow that constant personal supervision which is so essential to the efficient working
of a mine. The directors have purchased it for the sum of £1500, and hope to be enabled
to commence mining operations at once, and are convinced that the most prosperous re-
sults may fairly be anticipated. A large number of shares are already taken.

Applications for shares, prospectuses, and further information, to be made to the se-
cretary, at the offices of the company, 8 and 9, Dame-street, Dublin.

THE GREAT CARADON AND SLAVE MINING COMPANY

(LIMITED), PARISH OF ST. ILVE, CORNWALL.

Capital £12,000, in 12,000 shares of £1 each.

5s. per share payable on application for shares, and the remainder on allotment.

Incorporated and Registered under the Joint-Stock Companies' Act, 1856, and liability
limited to amount of subscription.

The directors will be appointed at the first general meeting of the shareholders; and,
in the meantime, the company's affairs are superintended by a committee of management,
whose names can be ascertained on application at the offices.

BANKERS—The Union Bank of London, Temple Bar Branch, 13, Fleet-street.

SOLICITOR AND SECRETARY—J. Beadmore Wathen, Esq., Guildford-street, Russel-
square, London.

TEMPORARY OFFICES—39, GUILDFORD STREET, RUSSELL SQUARE, W.C.,
where application for shares can be made;

or to Mr. RICHARD McDONALD, stock and sharebroker, New Bond-street, Bath.

SNOW BROOK (PLYNIMMON) SILVER-LEAD MINING

Original Correspondence.

THE STEAM-COAL QUESTION.

Sir,—In your leading article of last week, the following passages occur, which put the whole practical question of the comparative quality and perfect combustion of various coal in a concise, clear, and truthful point of view.

You say "The trade associations of the North of England, Lancashire, North Wales, and South Wales, all claim either the superiority, or, at least, to be on equal standing with each other upon the quality of steam-coals. This subject is one of so great importance that it cannot rest until decided; the ultimate decision is, however, we believe, far distant. *Science proves to us beyond doubt that the true calorific powers of the best coals, in any of these districts, do not vary greatly.* If in one district the coal contains a larger proportion of carbon, in another district the deficiency of carbon is made up by a supply of hydrogen."

Further on you also say—"It is now the work of the mechanical engineer to take the matter in hand, and show us how he can deal with a substance, the value of which he knows; but, as its physical condition varies, he must adapt his instruments to use it rightly, as required."

Relative to the first quotation, however, I would observe that Staffordshire, Derbyshire, Yorkshire, Gloucestershire, and Nottinghamshire should be added to the category of districts from whence steam-coal of unquestionably good quality can be obtained. I say this as the result of experience in testing, on a large scale, the evaporative power of fuel, commencing so long since as 1827, and, after some intermissions, extensively renewed within the last ten years. It must also be remembered that price, as well as quality, is an essential element of computation, into which the distance from the pit to the place of consumption or shipment must necessarily enter; and, this duly calculated, I am warranted in stating that steam-coal from Staffordshire, Nottinghamshire, and Derbyshire, can be procured in London at a cost, estimated upon the annual consumption to perform a given duty, of less than that for either North-country or Welsh.

Your chemical deduction, that the varying proportions of the carbonaceous and hydrogenous gases, contained in different seams of steam-coals, require corresponding difference in the adaptation of means to evolve their calorific properties, is indisputable; and your appeal to "the mechanical engineer," in the second quotation given, to show how he can effect the required results, under the variety of conditions implied, is extremely well conceived, and quite as well timed. To me, at all events, that appeal is not made in vain.

Cognizant of the facts to which you have so ably directed public attention, I have ascertained, with some degree of nicety, through the medium of my patent Regulating Air-door, the quantity of oxygen required to ignite the combustible gases, thereby preventing smoke, promoting flame, and increasing the pressure of steam in boilers of all forms, with coal varying from the least to the most bituminous quality; and, as an illustration, I have found that the general run of steam coal from South Wales requires only one-sixth part of the supply of oxygen that is indispensable to the similarly perfect combustion of the West Hartley. Yet in no case can the precise quantity be determined beforehand; inasmuch as the furnace draught is not always alike, although all the local conditions of the boilers may appear to be the same; whilst, as between land, marine and locomotive boilers respectively, and, further, as between marine boilers tried on shore, or in actual use at sea, the difference is very material.

Moreover, so nice is the requisite adjustment of the regulating plate, that, with the admission of less or of more air into the furnace than the quantity previously ascertained with the Regulating Air-door to be the supply practically required, the steam pressure is invariably lowered. *Not enough air, and the coal gases escape unignited—too much, and the temperature of the furnace is reduced.* There is no mystery in this. Experience has demonstrated to me the fact, that when the air admitted is enough to prevent any appearance of smoke from feeding with Welsh steam coal immediately on closing the door, and from West Hartley in less than a minute, the precise supply relatively afforded is continuously required, and the regulator is consequently so fixed and retained until any change in the description of fuel may render desirable a corresponding change in the admission of air. Less or more, and steam is lost.

What can be thus easily, inexpensively, and effectively done by this invention may be hourly seen on board the *Queen* steam-ferry, plying between the Victoria Docks and Blackwall Pier; and elsewhere, in ample variety of application, by enquiry at my offices.

Nor does the question of different sorts of coal exhaust the subject. Other fuel, even coke, demands its due proportion of oxygen. I have at this moment a regulating air-door fitted to a locomotive that is running daily on a railway to and from a London station, preventing smoke, &c., with coal, and economising the consumption of coke. When the skillful, reliable, and much-respected Superintendent of the locomotive department on that line has completed his experiments—proofs I should rather say—I shall ask the favour of your publishing his report.

I venture, then, upon those premises respectfully to suggest, that when these adverse steam-coal proprietaries join issue fairly, at length—practically, and under unimpeachable, unquestionable circumstances—they will recollect that I can provide them with such means of mechanical examination as cannot fail of doing justice to their diverse colliery productions; because, whenever "the physical condition (of the coal) varies" I can adapt my "instrument to use it rightly, as required;"—to their safety as competitors—to your honour if, besides opening the lists you will also stand as umpire—and to my profit if such a good thing can be so well effected.

Fish-street Hill, May 12.

J. LEE STEVENS.

MANUFACTURE OF IRON AND STEEL.

Sir,—In Mr. C. Sanderson's recent lecture before the Society of Arts on the "Manufacture of Iron and Steel," he gives an opinion unfavourable to the manufacture of steel directly from the ore, founded on the assumed fact that the molten mass cannot be homogeneous in temper or combination with carbon, and, therefore (which would be the fair conclusion from such premises), would produce ingots which would not "draw clear." But do "converted" bars, even from the most costly materials, when melted, always produce ingots which "draw clear," and free from "cracks?" In practice, what is the operation? The bars are broken up, and the pieces are classed according to temper, degrees of hardness, &c., the same bar yielding portions often widely different, and the same piece varying from its surface to its centre. This is unavoidable; and the mere accidents of varying density, or freedom from cinder, or position as to heat are enough to render different in temper even adjoining particles. The melting has for its object the removal of these defects in homogeneity; it is its whole and sole merit, for could we only obtain converted bars of perfect evenness of temper throughout and free from cinder, the melting process would become a mere costly superfluity. Now, as to the same inequalities in steel made directly from the ore, which, in the infancy of the process (as in all other cases of novelty in technical operations) will necessarily be of more frequent occurrence than at a more advanced stage of the art, I venture to assert that the means of preventing their existence are much more under our control than they are in the case of steel made from converted bars, for the sole and simple cause lies in the inadequate pulverising of the ore and mixture of the materials, the larger particles taking a longer time to arrive at their proper condition than the smaller.

The removal of this cause is a simple and inexpensive mechanical operation, the application of which it is not unlikely that Mr. C. Sanderson may witness before long. As to the action of the earths present, it is simply nil, for the moment the ore is decalcified their combination with the iron is not possible, and, if properly adjusted, little or no metalloids will be reduced from them (silicon, aluminium, &c.), even if we are quite sure that their presence is deleterious, which we are not. On the other hand, we do know that the presence of the silicate of the protoxide of iron causes all the "blows" or "bubbles" which reduce the body or density of the steel, in steel made from iron bars often full of "tap cinder." If Mr. C. Sanderson had objected to the cost of the melting so bulky a mass as ore and charcoal, &c., in pots, he would have been nearer the mark; but even this (supposing that pots are always to be used, which is not so certain) will be got over in time; and were it not, the cost in the case of steel for superior purposes is not formidable after all. But as to the ingots not drawing clear, or cracking under the hammer, I think it can be proved that the accidental condition as to heating and cooling have often most to do with the phenomenon; for I have observed cracks where the steel was most homogeneous—where it was distinctly crystallised; and we know that heterogeneous matter cannot crystallise at all. Might not the too great homogeneity in such cases be the essence of the defect, and a few impurities prevent such crystallisation? The question is not without

interest. One thing is certain—the monopoly of the Swedish and Russian makers is doomed, and British-made steel iron will soon rule the quotation of price, to the vast advantage of this important branch of manufacture.

May 13.

TUDAL CAIN.

NEW IRON METALLURGY.

Sir,—In the report of your correspondent from Monmouthshire and South Wales, in last Saturday's Journal, he states, in reference to my "Improvements in Iron Metallurgy," "that the cost of altering the existing works, to admit of Mr. Rogers's suggestions being carried out, would be rather heavy; and no proprietor seems disposed to incur the expense at present."

On this point I would beg to observe, that no alteration would be at all necessary, with respect to either the blast or the puddling furnaces. In adopting the "improvements," I would suggest, all that would be required is suitable conveniences for the preparation of smelting and puddling fluxes; the cost of which would depend upon localities, and the extent of works, and would be comparatively small in amount; neither would it materially matter as to the state which the blast-furnaces may be in, provided they are not in a tumbling-down condition, or entirely shut up with cooled or confused materials: so that no ironmaster need be under apprehension as to any serious cost in adopting the improvements I would recommend for their consideration.

S. B. ROGERS.

3, Depot-street, Newport, Monmouthshire, May 10.

IRON MANUFACTURE—MR. SAMUEL LUCAS'S PATENT.

Sir,—An article on "Iron Manufacture in England" appears in the Supplement of the *Mining Journal* for May 8, but that part relating to Mr. Lucas's patent is calculated to mislead scientific men who have not the means of a practical test. The Lucas family for a long time employed a great number of persons, by various branches of trade carried on in the village of Dronfield, midway between Sheffield and Chesterfield. They were highly respectable and well intentioned, but the mischief of the patent alluded to will long be felt. Improvements to be valuable must be enduring; it is not enough that they serve a present purpose, but the public good is the end they should accomplish. The object of cheapening hardware manufacture led to the plan of casting knife-blades, scissors, forks, &c., in sand, and by that means the cost of forging was avoided. Could the articles cast have been as serviceable as those forged a vast economy of labour would have been effected, and the credit of the manufacturer would have remained unimpaired, but they were found brittle and comparatively worthless. To this Mr. Lucas turned his attention, and discovered a process of annealing, or as it is now called softening, by which he obtained articles which would endure the processes of manufacture. That they were turned into malleable iron is a mistake, which any practical person could demonstrate. They could not be turned into other shapes than those in which they left the mould. They would not spread under the hammer though heated at a very low temperature; and to draw, or weld, or bend these articles as ordinary English iron was capable of, they were impossible. They would not carry an edge, as scissors, they would do so as forks, they were never worth the handles into which they were put. It is well known that forks are put into hot water after being used; and it is one of the failings of this professed improvement that those made by it will never come out with the colour they had previous to their immersion.

In Birmingham this plan of softening has enabled manufacturers to produce cheap cast-iron ornaments, snuffers, &c., but what purpose have they served? What maker would hazard his fame by putting his name upon them? Polish articles as highly as possible, and they will rust almost immediately. What practical object has been secured by this patent? Could a bar of iron equal to any of our British production be obtained from it? Most certainly not; and no practical ironmaster would have the slightest disposition to try it. On the other hand, injury has been done to business; men have been sacrificed to diseases which derive their baneful effect from dry-grinding articles made from this cast-iron; our trading with other countries has been suspected of dishonesty, or our capabilities have been questioned to manufacture superior articles to our foreign competitors. In a remunerative degree nobody ever derived any benefit from this discovery, which the writer of the article in the *Birmingham Journal* imputes to ignorance and prejudice, which "time is to correct." Having tried these articles produced by Mr. Lucas, when the patent was pushed, and had gained all the success it could ever aspire to, I witnessed a public injury without a personal benefit. Lucas gained nothing by it, and no person in Sheffield or Birmingham can be singled out who has even realised a decent livelihood by their labour in pursuit of this kind of manufacture. It is certainly to be hoped that now we are making good iron and cheap steel, we shall have no more of such improvements as those included in the patent of Mr. Lucas.

London, May 11.

JOHN BENNETT.

MANUFACTURE OF IRON.

Sir,—In his paper, read before the Society of Arts, Mr. Sanderson says, with reference to the direct conversion of pig-iron into malleable iron or steel without the puddling furnace or charcoal refinery, that it is his opinion "that neither practically useful malleable iron nor cast-steel could be produced direct from the pig-iron," and continues that "when it was found that the decarbonised pig-iron resulting from the process of blowing a strong blast of air into a body of fluid iron would not roll under the hammer, Mr. R. Mushet patented several processes with a view of rendering this product malleable; manganese, mixed with carbonaceous matter, is suggested by him as a means of obtaining malleability," and "professes to change a brittle metal into one capable of being rolled or hammered, hardened and tempered." Again, "as regards all steel produced by the decarbonisation of crude iron—if we examine the peculiar state of this metal it will be found that the mass is composed of atoms irregularly carbonised and impure." In reply to the remarks made in the course of the discussion, he says that according to his process "the fluid metal is drawn from the blast furnace into the refinery, which is simply a receptacle, not heated any higher than that of the ordinary puddling furnace. Any reagent which in its decomposition gives out oxygen is added, combining with the carbon eliminated from the iron, forms carbonic oxide. This immediately reduces all the metalloids and unrefined matter entirely, liberating all deleterious matter contained in the iron, thereby producing a highly decarbonised, clean, crystallised metal."

Before proceeding further, I will trouble Mr. Sanderson to state through your Journal whether the following questions are answered correctly or incorrectly:—Is the process of Mr. Sanderson a chemical or metallurgical process? The principles of the process have been applied to the improvement of the ordinary practical mode of operation. Does Mr. Sanderson propose to purify the iron by forming carbonic oxide in his receptacle, and thereby reducing all metalloids and unrefined matter?—Yes. Is Mr. Sanderson thus enabled to liberate the deleterious matter contained in the iron, and does he thereby produce a useful crystallised metal?—Yes. For the present I shall assume that I have answered the questions correctly, and will endeavour to prove that Mr. Sanderson's process has not the merits he claims for it. That the principle of improving upon the existing purely mechanical system, by ascertaining what chemical changes take place during such mechanical operations, and bringing chemical knowledge to the aid of the iron and steel maker, no one will doubt. I will, therefore, assume that the answer to the first question is entirely in Mr. Sanderson's favour, but the other two questions are open to some objections.

Were I to assume that the production of carbonic oxide is unnecessary, I should be compelled to conclude that Mr. Sanderson's process is useless; I shall, therefore, assume the opposite, and moreover admit, for the present at least, that he is really enabled to do all that he states he can, which reduces the whole question to the consideration of the best means of producing the carbonic oxide in the receptacle. The cheapest oxygen-yielding materials are undoubtedly air and water, and there is, therefore, no just cause for speaking against Bessemer, Mushet, Uchatius, or the patentees of similar processes, since, if Mr. Sanderson's theory be correct, it could be easily carried out by either of those gentlemen, as the oxygen in the air forced in, or that in the water into which the molten metal is thrown, would combine "with the carbon eliminated from the iron" quite as readily as any reagent which Mr. Sanderson could introduce.

So many propositions have been made and patented that I am sure I may be allowed to offer a suggestion, which being founded on practical experience, combined with some little chemical research, may be worthy the adoption of ironmasters, to whom it is offered gratis: the only return I ask being that in the event of its proving successful on the large scale those using it will state the fact in the *Mining Journal*. When the blast furnace is ready to tap, instead of making pigs let the metal be granulated by running it into water. With the exception of the very small granules, each will be found hollow, and may be easily broken. Let the whole be crushed or pulverised, care being taken that no foreign matter be mixed with the granules during the crushing operation. Then let the whole be submitted to the ordinary treatment in the puddling furnace or in the crucible, according as iron or cast-steel may be required, and a very excellent metal will be the result. Upon this process there will be no royalty; the cost of refining (for the granulation refines beautifully) the metal will be small, and the process will be so simple that it may be taken to traverse the like distance by sea. From this it will be seen that a great *détour* may even be made on land, and still the time required to perform a given journey be less than following the direct route by water; how much more advantageous, then, must it be to take the direct course by an uninterrupted railroad, in preference to going a long way round in vessels. And here I would draw attention to the fact that all the plans yet proposed for shortening the route to India are behind the age.

In a few years the coasts of England and France will be united by rail, either by a tunnel under the bed of the Channel, by a viaduct of new construction, spanning the Channel itself on moles; or, what would be better, by a hollow iron passage laid on the surface of the ground under water, like the submarine telegraphic wires, and this latter plan could be easily and economically carried into effect.

In the event of such a railroad being established, the whole of the East is capable of being connected with England by land. Railway communication is already established (with the exception of a bridge over the Rhine to unite France and Germany) from Calais to the Danube; and what is now required is to continue that line from near Donauworth to Vienna, along the banks of the Danube, and continuing the same valley as far as practicable to prolong the railroad by the shortest and best route to Con-

stantinople. There the narrow channel which separates the capital of Turkey from the main land of the Asiatic continent might be crossed in the manner I have proposed for the communication between the neighbouring shores of the British Channel. From thence the shortest practicable route should be taken to reach the Persian Gulf, after which the line should skirt the shores of that bay, and then follow part of the coast of the Indian Ocean, and thus proceed by the valley of the Indus into the heart of India.

This would be a real "overland route," one which must be carried out at no distant period, and which would be of incalculable advantage to our great Indian empire, as well as to England and to the world; and I would at once put my project into execution if I could obtain a concession for the line, guaranteed by England in concert with the other great powers interested. I am convinced that such a work of public utility would yield an immense return on money invested; and on such conditions I am ready to undertake the completion of a through railway communication direct from London to Calcutta, and to find all the capital for the same.

Science is always progressing, ingenuity is constantly at work, and in modern engineering there is no obstacle however great that may not be overcome by time and money; and the very fact of having such an object in view would lead to new inventions more wonderful than any of the *neue Erfindungen* we have yet seen, but which would suggest themselves as naturally on emergency as the *Britannia Tube*, the *Crystal Palace*, or the *Submerged Cable*.

Trusting that your Lordship will see the high importance of this suggestion, and the interest that the British Government would have in its accomplishment, and at the same time, as an engineer, assuring your Lordship that, extraordinarily as is the project, it is eminently practicable, and in the hope that you will, therefore, bring out whichever aid to bear so as to enable me to achieve so gigantic and so useful an object, both by explaining my views to the Cabinet, of which your Lordship is so distinguished a member, and in persuading foreign Governments to join in adopting my plan, and likewise in inserting clauses in any treaty that might be made hereafter with Persia, so as to facilitate this great purpose.

I have the honour to be, my Lord, your Lordship's most obedient servant,

WM. H. VILLIERS SANKEY, C.E.

MAIN DRAINAGE OF THE METROPOLIS.

Sir,—As you did me the favour of inserting my last communication upon this subject, and the purification of the river Thames, which are now occupying the attention of a select committee of the House of Commons, you will confer an additional favour by the insertion in your next Journal of the enclosed modification of my former plan for effecting these and other objects, as well as of my formerly published ideas in reference to collecting, deodorising, and utilising all the excrementitious portions of London sewage, to save the necessity of its being allowed to enter and contaminate the ordinary sewers, the water of the river Thames, or the metropolitan atmosphere, for the carrying out of which several objects I now propose the following mode of proceeding:—To form a wide, substantial weir across the Thames, in connection with the piers, piles, and foundations of the present old bridge at Battersea, without disturbing any portion of the present structure; but, on the contrary, adding greatly to its strength and stability in every respect, and rendering it quite equal to the traffic over it for many years to come; proper locks and sluices being formed in such weir, for the passage of vessels underneath the bridge, and for raising and maintaining a powerful head of pure, fresh water above it, for affording an abundant supply of that indispensable article to the several water-works, and thereby to the inhabitants of London on both sides of the river, as well as constant streams through the numerous sewers; and also a constant, copious, and powerful stream of water into the central channel of the river below, under low water level, through suitable stop-gates or sluices formed in such weir; which central channel should be deepened, and carried under the central arches of the several bridges, and as far beyond them in the direction of the sea as may be necessary for effecting the objects hereafter stated, and as deep as may be found consistent with the safety of the Thames Tunnel, at Rotherhithe. The bed of which channel might be consolidated, and rendered of uniform descent by the precipitation thereon of ballast, or other heavy materials, and for the purpose of securing in some measure the general depth of the river between the bridges, and particularly of the central channel of the river before mentioned, and for strengthening and shielding in a greater degree than at present their piers and foundations from the action of the tides and currents of the river, I should recommend the formation of centrally sloping platforms of piles, and masonry attached thereto, for connecting the whole together under the several arches, through which platforms, immediately under the central arches, short tunnels, or inverted arches, should be formed in unison with and so as to form part of the central channel of the river, into which all the sewage of the metropolis should be made to pass from the outlets of the various districts, and for the purpose of securing a sufficient distance under low-water level, to prevent any exhalations into the atmosphere from the sewage so passing through them; and along which central channel the sewage would then be rapidly propelled, in the direction of the sea, by the powerful stream of water issuing therein through the stop-gates, or sluices, in the weir at Battersea. In addition to which, I should recommend, if necessary, the introduction of other powerful streams of water into the same channel at intervals, say of one mile, from reservoirs formed near the banks of the river, with proper openings and self-acting apparatus for freely admitting the tidal water during its flow, and for discharging it during its ebb and flow, at such periods as might be most convenient, in conjunction with the power of the sewage itself, to produce in the most perfect manner a uniform and constant undercurrent thereof in the direction of the sea, and to a sufficient distance to prevent its return, notwithstanding the tide might be daily flowing over it in an opposite direction, and at such a depth below the surface as should prevent its disturbance by the paddle-wheels of steam-boats, or any other injurious exhalations therefrom into the atmosphere. By means of which several appliances and forces combined, together with the effect that would be produced by the constant flow of so large a body of water over the weir at Battersea, as proposed, I have no doubt that the Thames would speedily become purified, and the sewage of the metropolis speedily conveyed into the open sea, at a very moderate outlay.

But to render this salutary measure still more complete, I should strongly recommend the following means of collecting, deodorising, and utilising all the excrementitious portion of London sewage, which, it is well known, constitutes, when properly applied, one of the most powerful fertilisers of the soil; but, when exhaled into the air we breathe, one of the chief causes of disease and death. By dividing the whole of London and its environs into districts, of such areas as might suit the varied contour of the surface, and other local conditions, then in each of these several districts to form a properly enclosed station—say, about one quarter of an acre in extent—in the centre of each of which district stations to have constructed a covered pit, or cesspool, of sufficient capacity and depth to receive all the excrementitious sewage of the district, as produced and passing into it from any number, as required, of small deep-seated sewers, composed of internally glazed bricks and cement, or of stoneware drain-pipes, laid at suitable slopes for facilitating the flow of sewage through them, and which might generally and conveniently be located at the rear of dwelling-houses, and into which sewers and pipes all latrines should be made to discharge through properly trapped pipes of small dimensions, out of which pits or cesspools the sewage might be pumped, and stored through perfectly air-tight pipes, by team or other power, without creating the slightest nuisance, into other cesspools at the outskirts of London, and thence for immediate use into the neighbouring agricultural districts, or might otherwise be there deodorised, dried, and solidified, and made into a very superior gas for supplying the gasometers of the present metropolitan gasworks, thereby saving a large expense for coals and the nuisance arising from its present manufacture in crowded neighbourhoods, leaving its abundant produce of carbonated ammonia for the manufacture of British guano, and its cumulative carbonaceous residue as the future deodorising agent for all such excrementitious matters, and the surplus for many other useful purposes; the profits arising from which manufactures, taken together, would, in my humble opinion, pay a liberal interest upon all the capital required for carrying out this latter salutary measure, without necessarily procrastinating in any way the former, with the advantage also, which is not to be overlooked, of affording, for a considerable time to come, particularly if adopted in other large towns, remunerative employment to our present deeply distressed labouring population.

W. H. JAMES, C.E.

[We have much satisfaction at the present opportune moment of laying before our readers and the public the subjoined very economical method of effecting the main drainage of London, and of purifying the river Thames, which, if carried out, would save the country several millions of money, and the more so, as being the project of the eldest son of the late William James, to whose unrequited exertions the public is indebted, upon the most unquestionable authority, for the establishment of the Modern Railway System.—See *Mining Journal*, Nos. 1160, 1163, 1166, and 1167.—Ed. M. J.]

THE MERCURY MINES OF ALMADEN, CALIFORNIA.

Sir,—I read the notice in the Journal of January 16, giving some account of the mercury mine of New Almaden—its situation, mode of working, and the annual returns of quicksilver—as described by Mr. Ruschenberger. I do not know in what year Mr. Ruschenberger visited the New Almaden Mine, consequently, for further information, I beg to hand you the following remarks on our present position and mode of working. I came on this mine in October, 1856, and took the management of underground operations. I found the mine in precisely the same position as described by Mr. Ruschenberger. I was rather surprised when first entering the mine to see the Mexican miner working on a single plank; how he can maintain his equilibrium is a mystery, while with every thrust of the drill his strong chest heaves, and he gives utterance to a sound something between a grunt and a groan, which is supposed by them to facilitate their labour. My attention was next drawn to the labourers in the mine, some twenty or twenty-five in number; this to me was a novelty, and I watched their movements with pleasure combined with pity, to see them pass and re-pass to and from the different parts of the mine, and each one as he passes pausing, and with quivering muscle he staggers under a load which nearly bends him double. These were the *tenateros* carrying the ore from the mine in leather sacks to deposit in the cars, and delivering on the floors to be sorted. Before the end of 1857 I had the pleasure of seeing *tenateros* converted into *trammers*, and leather sacks substituted by tram-waggons and wheelbarrows, and that agonising sound between a grunt and a groan is now turned into the merry peep of "pick and shovel" and the tools of fifty or sixty Cornish miners, who form part of the labouring underground men we have at present employed in the mine of the New Almaden. The tunnel or gallery Mr. Ruschenberger speaks of as the main entrance to the mine was commenced in 1850, on the south side of the mountain, and driven north 1200 ft., when an east and west lode was intersected at the depth of 250 ft. below the summit of the hill, bearing a north underlay at an angle of 45°; at this point we opened ground, erected a powerful horse-wheel and horse-engine, sunk a shaft 35 fms., extended levels, laid down tramways, fixed barrow-roads, and now we have the pleasure of witnessing sixteen Cornishmen sinking under the 30 ft. level on a splendid lode of cinnabar from 20 to 30 ft. wide, and the deeper we sink the more beautiful the lode appears in magnitude and riches, but on its produce I must remain *sub silentio*.

In December last we commenced a new tunnel on the north side of the mountain to drive south; this tunnel is intended for twofold purposes; first, to intersect parallel lodes known to exist north of our present workings; secondly, at the distance of 1900 ft. we expect to cut the lode we are now working on, 250 ft. below the present depth; we have two shafts in course of sinking and two horse-wheels erected on said tunnel; the depth of No. 1 shaft will be 250 ft., and the No. 2 shaft 450 ft. I presume it will take about two years to accomplish the work before us (meaning the tunnel and shafts), when the accounts returned will be almost inexpressible. Should Mr. Ruschenberger pay another visit to the New Almaden Mine he will be able to enter the gallery he spoke of on the south side of the mountain, walk the distance of 1200 ft., descend to the depth of 75 fms., and make his exit on the north side, thus enabling him to make a complete passage through a mountain of quicksilver.

Annexed you have a description of the quicksilver mines of Monterey, California. The mine of cinnabar known as the *AURORA QUICKSILVER MINE*, is found in the easternmost ridge or chain of the coast range of mountains in the county of Monterey, about 90 miles from the town of Monterey, and about 80 miles from San Juan. From the town of San Juan, ascending the San Benito Creek in a south-easterly direction some 68 miles,

nearly to its source, then ascend to the left to the summit of the mountain range before mentioned, and after following along this ridge some 12 miles, or perhaps 15 miles, turn abruptly down the mountain side nearly two miles to the left; here is found the quicksilver ore on the slope looking toward the San Joaquin valley. (In travelling along the ridge several miles after leaving the San Benito creek, one comes abruptly to a talcose formation (talcose slate), in most places broken and desolate, and sparkling and brilliant in the sun's rays reflected from the scales and fragments of talcose rock. This talcose slate is of a variety of colours, yellow, red, blue green, and almost black. In this formation are found blue, black or green boulder-like rocks, isolated apparently, as though concretions or segregations in the midst of the principal formation. This black rock is very heavy, and beautifully painted with green, and is composed of chrome and iron. A company was formed to work this rock by a number of persons who supposed that it was an ore of silver, and who did not find out their mistake until they had spent a large sum in various ways. The rock which contains the chromite appears to be a channel of metamorphic rock running through the talcose formation, and emerging from it in various places. An examination will show the nature and character of the formation which contains the chromite; but the ore is, as might be expected, much richer in some places than in others. The ore is apparently inexhaustible, and no doubt if vigorously worked the Aurora Quicksilver Mine would be long turn a smiling countenance on her venerable mother and her younger sister, the Old and the New Almaden. I may add that we have 16 furnaces in full operation at the New Almaden Mine.

New Almaden Mine, April 6, 1858.

THOMAS FAULT.

QUARTZ MINING IN CALIFORNIA.

Sir,—Since the discovery of gold in California the attention of miners has been more or less directed to quartz mining, which, in the future history of California, will undoubtedly prove the most permanent and productive. It is my opinion that this branch of mining is but yet in its infancy, and the time is not far distant when capitalists will be induced to develop the hidden riches of these veins both with system and prudence. It has been frequently stated that quartz veins generally are not sufficiently auriferous to remunerate only at a certain depth. This theory may be correct in certain instances, but I think it unreasonable to suppose that veins, containing rich deposits within a few feet of the surface, should be considered worthless because gold is not found in the immediate rock beneath. I am of opinion that, in order to discover richer deposits than those nearer the surface, nothing is required but system and perseverance. The following from the *Sonoma Democrat*, Tuolumne county, has just arrested my attention:—

The old Italian lead which has yielded so immensely for the last year bids fair to surpass anything heretofore found. On Saturday, Feb. 13, they took out about \$15,000 (\$3000), and have taken out a large amount since. This deposit is at the depth of 60 ft., and is deeper than any shaft ever before sunk in this famous locality. They intend to continue to the depth of 100 ft. or more, as it is a supposition with them that at intervals of 30 ft. in depth rich deposits are found.

It may be asked, why have not the majority of those veins that have been wrought extensively been sufficiently auriferous to remunerate those who have invested their capital in exploring them? I answer, the reasons are various, but not without remedy. We repeatedly hear that the rock of certain veins will pay so much per ton, which amount is often great but yet not enough to defray the expenses. Where, then, is the error? I answer, and without fear of contradiction, the chief errors are in those who are placed as superintendents, treasurers, &c., and also in the machinery erected for the purpose of separating the gold from the rock. Those entrusted with their employers' property almost invariably forget their duty, and instead of prosecuting those things committed to their care in a faithful and conscientious manner, they are found neglecting their duty, and wasting their masters' substance "in riotous living." With respect to the imperfection of the machinery used for separating and saving the gold, I will merely state that there is scarcely a machine in operation in the gold region of this state but what loses quite a per centage of the precious metal. I would attempt to point out various imperfections, but I presume attention has often been called to these from the pens of scientific persons.

If my remarks attract the attention and consideration of any who are disposed to speculate in quartz mining here, or any other portion of the globe, my sole aim will be accomplished.—San Francisco, March 30.

A CORNISH MINER.

ST. JOHN DEL REY MINING COMPANY.

Sir,—Many of your readers will look to your Journal of this day, expecting to find there an account of what was really done at the "adjourned meeting," on Tuesday, on the result of which their interests might be much affected.

I will state the result as shortly as I can. The directors stated that those even who could not, by their own regulations, vote at the "general meeting," had still the right to vote at this "adjourned meeting." This, I believe, to be a mode of proceeding without precedent! However, the shareholders need be under no apprehension, for the "regulations for the future management of the company" remain as amended by myself and friends at the original meeting, excepting in one particular—that the directors get the 5000, per annum for their services put again to the sum they wished, 8000, per annum, with a managing director, who is to be paid separately as much as they may decide upon. This involves a few hundreds a year, and is of little moment compared with the other amendments. I cannot, in fairness, close this without stating that one director, Mr. Bosworth, stated most emphatically his approval of all our "amendments." T. S. RICHARDS.

City, May 13.

SAMPLERS' FEES, AND TICKETING EXPENSES.

Sir,—I fear you have left the subject of samplers' fees and ticketing expenses to slumber until it has fallen again into its former lethargy. I really was in hopes the western miners were in good earnest, when I saw by your West Cornwall Correspondent's remarks some of the more influential amongst them were stirring in the matter; now, however, I confess I begin to fear Cornish spirit will not carry out those endeavours, though they be so manifestly for their good: it must be done by the determined energy of shareholders non-resident; it concerns them, perhaps, more seriously, as they are the parties plundered. Almost every Cornish cousin is so linked up with the samplers, smelters, &c., that he dare not, for fear or interest, act; those samplers surely are not so powerful an hierarchy as to swamp all the mining interest, resident and non-resident, though they do hold their bi-monthly dinners on Wednesdays to concert measures.

I hope, Sir, I may not appear in vain to adventurers out of the county, if you have to those in it, to protect their own property: it behooves them to do so, or not complain. I am now on a mine that ought to sample more frequently than it does, but the committee hold back, to great inconvenience, the 50, 50, visits for sampling claim, as on small parcels they become a matter of consequence, besides the dinners, &c.

I wish them at once to send their ores to Swansea, but they fear the frown of the samplers, who may retaliate. Two or three neighbouring mines are no better off; but, being all young and struggling concerns, this oppression cripples them. I ask you, Sir, to insert this letter that out adventurers may, at their boards, take into consideration the case of mines like these. Let them consult their own cost-sheets for evidence—let them see what is paid for every sale—let them examine what it amounts to when the miner's travelling expenses are added, as well as his loss of time in going to and from ticketing, and let them also ask the differences in returning claims at 8 p.m. and Cornwall, and I think their eyes will be opened.

Launceston, May 10.

AN EASTERN AGENT.

Meetings of Mining Companies.

THE ROSEWARNE CONSOLS MINING COMPANY.

The ordinary general meeting of shareholders was held at the offices of the company, Cannon House, Queen-street, on Monday.—Mr. JAMES ROBERTSON in the chair. After the usual preliminary proceedings, the SECRETARY (Mr. Alfred Jeffree) read the following reports, from Capt. Jas. Pope and Capt. Jas. Richards:—

Agreeable to your request, I have carefully inspected this mine, and make the following remarks:—The engine-shaft is below the 20 ft. 9 in. level; at present, split, but the ground appears very favourable, being highly mineralised, and I have no doubt will chance for the better shortly. The 20, west of engine-shaft, at 22 fathoms, at present split, but has passed through several fathoms of ore ground, which will be taken away on tribute when properly ventilated. The 20, east of engine-shaft, about 15 fms., which has passed through about 10 fms. of good ore ground, but the last 5 fms. ground disordered, and lode at present poor. The 10, west of engine-shaft, about 31 fms.; lode 1 foot wide, producing tons of ore. The 10, east of engine-shaft, about 24 fms., which has passed through several fathoms of ore ground, but at present poor. I should recommend further operations, as follows:—That the engine-shaft be sunk 12 fms. below the 20, which will take about a fortnight from this time to accomplish. The ground in the present bottom appears very congenial for copper, in a beautiful kilns, with drops falling in from the south, which often improve its value. Also, to drive the 20, west, and sink the present winze below the 10, for the purpose of ventilation; and drive the adit level north from the engine-shaft, to intersect the two branches which will come below the present workings about 10 fms., when you can work regularly, and I have no doubt raise tin sufficient to pay the expense on that part, and assist in carrying on the operations in other parts of the mine. As regards the south, or cauter lode, I think the best to be done is to sink the flat-roof shaft below adit as far as possible, and suspend all other operations until the lode can be seen at a deeper level, which I have no doubt, if properly explored, will prove productive. It should be borne in mind that all the tribute ground be set as far as properly can be done, which will be a great assistance in carrying out the working of the mine.—JAMES POPE.

The engine-shaft is down 9 fathoms under the bottom of the 25 from the bottom of the shaft; it is from 4 to 5 ft. wide, and for the last 5 fms. sinking the lode is poor. The 20, west of engine-shaft, is driven 22 fms., lode averaging 2 ft. wide; the lode in the present end is divided in two parts, with a leader on the south 5 in. wide; the north is 20 inches wide, with a little ore, but not enough to value. The 20, east of the said shaft, is driven 15 fms., of which 10 were ore, the last 5 fms. being disordered. The 10 west is driven 31 fms., the lode averaging 20 in. wide. The east level has been suspended for the last six weeks. We have sunk two winzes from the 10 to the 20, and this ground is working on tribute. In our westernmost winze, we have discovered another east and west lode crossing the cauter lode, sinking under the adit level, where those two lodes will form a junction. We may expect some favourable results at this point. The water is falling back from the shaft on the tin lode 9 in. in every 24 hours, and I hope the men will be able to resume their places in three weeks from this time; and I have a good opinion that we shall raise a good deal of tin on the branches this summer. To-day we have sampled our tinstuff, and we shall sell it on Saturday next.—JAS. RICHARDS.

The CHAIRMAN observed that, previous to moving the adoption of the report, it would probably be as well that the accounts should be read.

The following is the statement of accounts for three months, ending March:—

Balance last audit	£ 980 6 9
Costs and merchants' bills, three months	1004 19 2 = £1984 10 11
Call of 2s. per share	£409 12 0
Less not received	195 0 0 = £214 12 0
Arrears received	502 0 0
Copper ore sold, 54 tons 7 cwt. 2 qrs.	175 5 2 = 801 19 2

Balance against mine £1993 2 9

The balance of liabilities over assets is 1177 2s. 6d.

The CHAIRMAN said it appeared that if all the calls were paid they would be in a good position. He should like to be informed what means were being taken to enforce payment of arrears?

Mr. JEFFREE said that a number of the shareholders were in the Stannards Court; from others he had received promises to pay; and from one large defaulter there was every

security that by the end of July all the outstanding claims on that account would be paid.—Mr. LANTON stated he was interested in Rosewarne; he had heard a good account of it, and had great faith in Capt. Pope's opinion. He was much gratified at what he had seen there that day, and was of opinion that if those workings were carried on in a spirited manner there would be a good mine.

The CHAIRMAN said he perceived that a creditor had sued a shareholder who was not in arrears of call; he thought this most unfair, and deserved the severest reprobation.

A PROPRIETOR observed that such conduct was calculated to do much injury to mining, as it would tend to keep people from embarking in it.

The report and accounts were then passed.

Mr. WILSON said it appeared to him that they had a good mine; he was glad to hear it so well spoken of by Mr. Lanton. According to Capt. Richards' account, the ore they were raising would go somewhat towards the cost; he should, therefore, propose that a small call of 2s. per share be made.—This was seconded and carried unanimously.

It was resolved that the salary of the resident agent, Capt. J. Richards, and that of the purser, Mr. W. Page Carlisle, should be augmented.

Messrs. T. Boorman, J. Robertson, and E. J. Wilson were elected a committee of management.

THE OOLA MINING COMPANY.

The ordinary general meeting of shareholders was held at the offices of the company, Cannon House, Queen-street, on Monday.—Mr. C. SMITH in the chair.

The SECRETARY (Mr. Jeffree) read the notice convening the meeting.

The following report, from Capt. J. B. Champion, was then read:—Since the last meeting of adventurers, held in February, the engine-shaft has been sunk 3 fms. 1 ft., divided, caled, and completed for sinking to another level. The ground in the bottom is composed of elvan, and on the south there is a copper lode from 1 to 1½ ft. wide, composed of gossan, spar, and spots of yellow ore. In order to under the east shaft, which is 7½ fms. from the engine-shaft, I have set the 20 to drive east by eight men, 4 fms. 10 in., at 50 ft. per fm., out of which they have driven 8 ft., and in about five weeks the end will be under the east shaft, when I anticipate good results; this level will be 8 or 8½ fms. below the level driven east from east shaft, when, according to information, and from the kindly appearance at the upper level, we may expect good returns of ore. The lode in the bottom of the slopes, west of engine-shaft, is 3½ ft. wide, composed of flookan, spar, stones of lead, and copper ore; and, as the slopes are down to the bottom of the winze, I deem it advisable to suspend the stoping until the 20 is under, when we can stop the lode for half the expense; and in the meantime I will get the ore broken fit for sale, and expect on Saturday next to have about 1000. worth of ore for market. Now the engine reservoir is enlarged and staunch, the dressing-floors extended for dressing the slimes, and the mine going into a regular working order, as soon as we intersect the lodes and get backs for stoping, I anticipate we shall make good returns of lead and copper ore.

The CHAIRMAN observed that, previous to moving the adoption of the report, if there were any observations that any of the gentlemen concerned were pleased to make he should be happy to hear them.

Mr. PALMER observed there was one thing which was most important, that being the necessity of keeping the workmen regularly paid.

The CHAIRMAN observed that he had written for information to the mine, and had been informed that instructions had been given to the agent not to communicate with any one but the committee.

Mr. PALMER thought that such a clause as this was merely levelled against himself and Mr. Smith, as being two of the largest shareholders.

Mr. GLANVILLE stated that Mr. Palmer was the landlord of the property, and had, therefore, a perfect right at any time he thought fit to go down and inspect it.

Mr. PALMER said that he was the landlord and he was perfectly well aware; he did not, however, wish to exercise his right in that capacity; what he required was this—that as a shareholder he should receive any information he might require; he could get it if he went to Oola; but, the anomaly was, if he wrote from Dublin the captain was precluded from answering him.

Mr. BOORMAN said the committee themselves received very little information from Capt. Champion, and it was to be desired that he would communicate with them often.

Mr. J. WILSON said it would be impossible if the agent was allowed to correspond with every shareholder who might think it necessary to write to him in fact, if such a principle were carried out, it would probably occupy the whole of his time.

Mr. GLANVILLE drew attention to the fact that if such were allowed as a precedent, when the shares came into the market it would afford a large field for undue and unfair speculation; in fact, those having the earliest information would always be able to forestall the honest shareholders.

Mr. PALMER stated, if the resolution were rescinded, it would not be necessary or compulsory if the captain received letters that he should answer every one of them; he merely required that he should be so to do.

After some discussion it was resolved that the resolution should be rescinded, and that the captain be allowed to communicate individually with any director.

The report was then adopted, and the following accounts submitted:—

Balance last audit	£361 16 2
Cost and merchants' bills	325 15 8
J. G. Glanville, crushing rolls	10 2 6
Secretary's salary	16 10 0
S. P. Cook, for Lewis, and bankers' charges	7 8 3 = £721 18 7
Call of 4s. on 3270 shares	£654 0 0
Less not received	201 0 0 = £453 0 0
Arrears received	236 19 0 = 689 19 0

Balance against mine £31 19 7

The balance of assets over liabilities is 987. 1s. 3d.

Mr. PALMER said that although, according to the report of Capt. Champion, they were raising ores, and would soon have some at market, yet it was requisite that a further sum should be subscribed, for the purpose of carrying on the mine and paying the labourers; and he proposed that the sum of £20,000 should be made payable on May 24.

Mr. WILSON should feel great pleasure in seconding this. He trusted that now they were about to make returns the necessity for further calls would be obviated.

Mr. BOORMAN stated he had carefully perused the accounts, which were all in perfect order. They had not, however, received some vouchers from Capt. Champion, which they had written for.

It was then resolved that legal proceedings should be taken against defaulting parties. Messrs. Palmer, G. F. Eland, T. Boorman, C. Smith, and E. J. Wilson were elected a committee of management.

A vote of thanks was given to the Chairman, which terminated the proceedings.

NORTH WHEEL ROBERT MINING COMPANY.

The general meeting of adventurers was held at the offices of the company, Bishopsgate-street, on Tuesday.—Mr. MICHAEL HALL in the chair.

Mr. MURCHISON read the notice convening the meeting, and the minutes of the last, which were confirmed.—The report of Capt. Richards was read, as follows:—

May 8.—After a careful survey of the mine throughout, I beg to hand you my report for the first time held on Tuesday last.—Murchison's Engine Shaft: In 62 ft. level west the lode has, during the past quarter, been of good size, 2½ ft. and 3 ft. wide, composed of capel, mundle, quartz, flookan, and occasionally good stones of rich quality ore. The lode in the present end is 2½ ft. wide, of precisely the same character; this end is now fast approaching the ore ground in the level above, and within about 24 fms. of the cross-course. In the 52 ft. level west the lode, for 10 fms. in extent, has been large, 3, 4, and 5 ft. wide, and proved more or less productive, being worth ½ lb. 1, and 2 tons of ore per fm. The north portion of the lode only is at present being carried, the ground being easy, and our object being to get to the east of the cross-course, a few feet ahead, as will be seen by the plan. On passing the cross-course, the south part of the lode will be seen by cross-cuts, and one or more rises will be put up for the proper laying open of the ground, as well as for ventilation. In the 42 ft. level west, for the last 12 fms., the lode has proved to be 2, 3, and 5 ft. wide, composed of quartz, mundle, flookan, and ore, worth 1, 2, and 3 tons per fathom; the lode in the present end is unproductive, but promising. The lode in the 30 ft. level west has also proved productive from the cross-course to within 6 feet of the present end (17 fathoms), producing 1, 2, and 3 tons per fathom: In the present end it is 3 ft. wide, composed of quartz, mundle, flookan, and a little ore. In the bottom of this level, about 15 fms. behind the present end, a winze has been sunk and communicated with the 42 ft. level below: the lode for the first 6 fathoms proved to be 4 ft. wide, composed of mundle, capel, quartz, prlan, and ore—worth 2 and 3 tons per fathom; from this point to the back of the 42 ft. level the lode is less productive, being worth ½ and 1 ton of ore per fathom; in the back of this level, the 30, about 11 fathoms behind the present end, a rise has been put up about 6 fathoms, and the lode yielded for the first 4 fms. 2 tons of ore per fathom. The lode at the highest point reached is unproductive, it is however large, 3 ft. wide, and promises improvement.—Trial Shaft: In the 30 ft. level east the lode has varied in size from 1 to 3 feet wide, and is composed principally of flookan, with a little mundle, and stones of ore occasionally; in the present end it is small, and the ground has become harder. Some 65 fathoms to the west a cross-cut has been driven, and intersected the south part of the lode, which proves to be 3 ft. wide, composed of capel, mundle, and ore—worth 1 ton per fathom; from this point a driftage has been extended west, about 3 fms., and the lode is about the same size, containing mundle, peach, quartz, capel, and a little ore, it is however promising. In the 50 ft. level, east of the boundary winze, but little has been done, but the lode is promising. In the course of stoping to the east of the boundary winze a portion of the lode was found to be standing to the south, and with this addition the lode is fully 8 feet wide, containing capel, quartz, mundle, prlan, and stones of ore occasionally; in the present end it is small, and the ground has become harder. The trial shaft, which will be in full course of sinking by the time the 30 ft. level east is communicated with the 30 ft. level coming west from the eastern mine; a distance of about 14 fms. has to be driven to effect this communication, and should the two driftages prove to be on the same part of the lode, this will be accomplished in about five or six weeks, when we hope to be able to keep the water by means of the water-wheel in the eastern part of the mine; it is also intended, as soon as this communication is effected, to drive a cross-cut, both north and south, on one of the cross-courses in the eastern mine, in search of other lodes. There are 12 pitches working throughout the mine, but I regret to say they have considerably fallen off during the last two months; we have, however, to sample, on the 28th inst., about 200 tons of superior ore to the last sold. The ore in reserve, in and throughout the mines, amounts to about 1200 tons, and we calculate on sampling from 100 to 120 tons monthly of good quality for the next quarter, at a cost of about 7000. per month.—JAMES RICHARDS.

A statement of accounts was submitted, from which the subjoined is condensed:—

Balance last audit	£ 49 11 9
Ore sold, and carriage	3106 3 0
Sundry receipts (fines)	5 9 5 = £3161 4 2
Mine cost, and merchants' bills	£2056 0 2
Dues	237 17 2
Office expenses	35 18 4
Damages	9 0 0
Discount	0 15 9
Water-wheel	60 0 0 = 2399 11 5

Balance in favour of adventurers £ 761 12 9

At Commercial Bank, 7497. 17s. 8d.; Devon and Cornwall Bank, 117. 15s. 1d.

The financial statement of the working of the mine for the three months shows a nett profit of 2573. 13s. 6d., but during that period they had also paid 600. for a water-wheel for crushing.

A SHAREHOLDER asked whether Mr. Collier had been communicated with respecting the point raised at the last meeting about the dues?

The SECRETARY said Mr. Hancock and himself had had an interview with Mr. Collier, who stated that most of the ore came from the western ground; but that he was quite satisfied with the present arrangement, paying on half 1-12th dues, and on the other half 1-15th, subject, of course, to the pleasure as to the dues continuing at those amounts.

Capt. W. H. KENNEDY (a Resident) enquired what was to be done with the 60 shares which had been forfeited for so long a time?

The CHAIRMAN replied that it had always been intended to sell those shares to pay Mr. Collier the 5000., the payment of which at any time, according to the lease, would permanently reduce the dues to 1-15th on all the ore raised from any part of the sets.

Mr. HANCOCK (Hancock and Sharp) remarked that at present at all events the paying 5000. would be giving too much to Mr. Collier for the difference between the 1-12th and 1-15th, looking at the present state of the returns. He (Mr. Hancock) considered it premature to moot the question of settling the matter as suggested.

Mr. WATSON (Watson and Cuell) hoped there would have been a dividend declared at this meeting.

The CHAIRMAN said they scarcely looked for one to-day, but from present appearances, and should the standard keep up, the question of dividend might be seriously considered at the next meeting.

Mr. ROBERTSON observed that he had been on the mine on Saturday last, and saw as fine a pile of ore raised from the western part as he had seen from any other mine. The ore from that part he considered was worth 8d. per ton as broken, and if properly dressed might fetch 15d. He fully expected the returns would be increased, and dividends soon commenced.

The CHAIRMAN was sorry to see from Capt. Richards' report that the pitches in the eastern part of the mine had fallen off, but it was to be hoped the discoveries in the western part of the set would soon make up the deficiencies in the other part of their property. The accounts were then passed, and the report unanimously received.

The proceedings terminated with a vote of thanks to the Chairman.

WHEEL HARRIETT MINING COMPANY.

The quarterly meeting of adventurers was held at the offices of the company, Austin-friars, on Monday.

Mr. E. KING (the secretary) read the notice convening the meeting, and the minutes of the last, which were confirmed. The following report was then read:—

May 8.—Since the last general meeting the engine-shaft has been sunk 5 fms. 4 ft., which is now 9 fms. 1 ft. 6 in. below the 90 ft. level; the lode for this distance has been small. The 90 cross-cut has been extended south on the cross-course to the main lode; we have driven on the lode east and west from cross-cut 4 fms. 3 ft.; for 1 fathom in this driving the lode produced 1 ton of ore; the lode in the present end is 1 foot wide, producing stones of ore. In the back of this level, on the cauter lode, we have two pitches working, by four men in each pitch, at 12s. in 11. The 74 winze has been holed to the 90 ft. level, which has given good ventilation in the bottom of the mine; to the west of the winze we have one pitch working, by four men, at 12s. in 11. The 74 end east has been driven 6 fms., through good ore, which in the west end is 1½ ft. wide, composed of peach, mundle, and copper ore, of the latter not sufficient to value. In the back of this level, and east and west from the winze holed from the 65 ft. level, we have six men working, at 12s. 6d. in 11; west from the winze, below the 60 ft. level, we have one pitch working, by two men, at 13s. 4d. in 11. In the deep adit, east from Bates' shaft, we have driven the cross-cut south to the course of the lode since driving on it east 4 fms.; we have about 2½ fms. further to drive to get under the eastern shaft, and we have to sink this shaft 3 fms. to communicate with the level; this I would advise doing with all speed, as the water is nearly all drained from the bottom of the shaft by the deep adit level. The lode in the deep adit is small, but there being a larger lode in the bottom above, I am daily expecting an improvement in this end. The winze-engine will be ready for working, with all other necessary work, by the end of next week. The masons have finished the engine-house and stack, and the boiler-house will be finished early in the week. We are now working the different bargains with the following number of men:—Sinking the engine-shaft by nine men; driving the 90 east by six men; driving the 74 east by six men; driving the deep adit east by six men. I would, in addition to the above number, advise putting four men to drive west in the 90, on the main lode, and four men to sink the eastern shaft in the deep adit. There are twenty men now working on tribute in different pitches, which, from present appearances of the lode, ought to raise 30 tons of ore per month.—STEPHEN WILLIAMS.

A statement of accounts was submitted, from which the subjoined is condensed:—

Mine cost and merchants' bills, Jan., Feb., and March	£1045 11 4
Balance last audit	£ 69 5 5
Call	447 19 7 = 1029 5 0
Ore sold	447 19 7 = 1029 5 0

Leaving balance against adventurers £ 16 6 4

Mr. PETER WATSON, in moving the adoption of the report and accounts, said that in his opinion they were in a very satisfactory position; in fact, he considered it the most favourable report received by the adventurers.

Mr. KING explained by a plan the present state of the workings. They had a large quantity of ore ground from the 50 to the 90. The winze was sunk from the 74 to the 90, in the immediate neighbourhood of the cauter. If the 105 ft. level should produce the same sort of ore as in the 90, the mine would do well.

Mr. WATSON believed they made most of the ore to the east of the cross-course, and if they went down he did not see why they should not have productive ground there. The mine seemed to be progressing satisfactorily, but they must have means to push it on with vigour.—The report and accounts were then unanimously agreed to.

Mr. KING read a letter from Messrs. Watson and Cuell, requesting the restoration of 40 shares forfeited for arrears of call. A resolution to that effect was agreed to.

In answer to a question, Mr. KING stated that before the next meeting they would be down to the 105 ft. level.

The CHAIRMAN said the next question was the call, and it was for the meeting to consider whether it should be 2s. or 2s. 6d.

Mr. McCALLAN said he did not think 2s. would be sufficient.

Mr. BURNER hoped they would make it as light as possible.

Mr. KING reminded the meeting that in the next balance-sheet there would be only two months' ore against three months' cost.

After some discussion a call of 2s. 6d. was unanimously agreed to.

The committee of management were re-elected, and the proceedings terminated with a vote of thanks to the Chairman.

ROSSIE AND CANADA LEAD COMPANY (LIMITED).

The second annual ordinary general meeting of proprietors was held at the offices of the company, Pinner's-court, Old Broad-street, on Monday.—Mr. W. COX, M.P., in the chair.

Mr. PEMBERTON (the secretary) read the notice convening the meeting.

A statement of accounts was submitted, from which it appeared that the total receipts from the establishment of the company, including lead sold, was £5,9

west of shaft, is producing 15 cwt. of ore per fm. The lode in the slope over the same level, 25 fms. west of shaft, is 3 feet wide, yielding 8 cwt. of ore per fm. At the cross-cut north in the 20, 4 fms. east of Taylor's shaft, we have intersected the south part of a lode, but have not yet gone through it; we have cut into it about 1 foot, and the part we have seen is composed of spar, gossan, blende, and clay-slate, of rather a soft character, containing small particles of lead ore, but not to value; there is still a great deal of water coming out of the end; this end will still be pushed on northward for a few fms. further, in order to well prove that part of the ground, as we think the main part of the lode is still before us. The new axle of the pumping-wheel is working well, and the water is in tank, and the dressing, &c., is now again in full operation.

COLLACOMBE.—**S. Mitchell,** May 11: During the week the 84, west of Morris's engine-shaft, has been driven 2 fms.; the lode is highly promising, full 4 ft. wide, composed of quartz, prair, munda, and copper ore. The rise in back of the 62, west of the western shaft, has been put up 4 ft., and the lode worth 1½ ton of good ore per fm. There is no alteration to notice in any other part.

COLLEGE.—**A. Brathwaite, T. Murray,** May 10: In the run shaft we are down 6 ft.; the north end is looking pretty well, and will yield about 1 ton to the fathom. In the level driving north we are into the south end of the rise where the lead was worked upon at the time of the shaft closing; it is all run ground, but without lead at present. We propose here-pole another fathom or two, with the view of meeting with the supposed pipe of lead; if not successful, we must secure the back of the present level, and work it from the bottom level. The pump is progressing favourably. We have holed into Copeman's winze, and squaring it down through to the 20, for the purpose of a gangway and ventilation. We have delivered 3 tons of lead ore to Armagh this last week, and have 1 ton 13 cwt. in store.

DALE.—**R. Nines,** May 13: Our success in taking up the surface water on the Lum in the adit has exceeded our expectations; fully a fourth part of the water upon the engine has been dimmed, and the water in the adit is now so low that it is prevented from going down into the mine. We are raising lead for the sampling, but progress in this is hindered by what is of more immediate importance—that is, preparing to sink below the 37; we are nearly ready now to begin, and from the appearance of the pipe, which is going down more perpendicularly than before, I have no doubt but that we shall find the lead continue in depth. The ore ground going north still continues. Johnson's lode, in the rise in back of the 20, is looking very well.

DEVON AND CORNWALL UNITED.—**T. Neill,** May 12: The cross-cuts in the different lodes progress very satisfactorily. The slopes in the back of Bastard's level are worth 10 tons of ore per fm. In the midway level we have met with a lode south of the south lode, and have driven 6 ft. on its course; it produces 2 tons of ore per fm.

DEVON BUTLER.—**W. Neill,** May 13: The cross-cut at the 56 fm. level, driving towards the south lode, is progressing favourably. The lode in the 56 end, driving west, at present is rather small, but every indication of its getting larger, the water coming so very strong from the lode. The lode in the 44 end, driving west, is 2 ft. wide, intermixed with ore throughout, but not enough to value. The two pitches in the bottom of the 32 west, and also the pitch at the western shaft, continue to yield some good work.

DEVON GREAT ELIZABETH.—**John Williams,** May 10: The men are making fair progress in sinking on the lode, and we have broken through some good work for copper ore. I shall be able to reply to your enquiries more fully in a post or two. The water at present is a little in sinking.

John Williams, May 11: I stated in my last, the water at present is but little; this, as you may suppose, is in a great measure owing to the dry season; if we can go down a few fathoms to be able to ascertain, as correctly as we can, the underlie of the lode, so as to enable us to rear up the collar of the shaft from the bottom of the sink to the surface, we should then be in a position to carry on the necessary operations for getting up the wheel, &c., without important interruption. We are now down from surface 22 feet, that is to say, 15 feet through sand and the remainder in the lode, the character of which is composed of blue and red flouk, intermixed with beautiful prair, munda, black, yellow, and green, of grey, copper ore, and occasional spots of lead. The kilas on the south is so fair or soft as anything can be, and strong miner alised throughout. We at present intend to carry the sink down on the south part perpendicular, until we reach the north part of the lode. In laying out our western cross-course yesterday, I find that our present shaft is only 35 fathoms east from it, and from the surface indications I think it quite correct. There is not the slightest doubt, as we go on sinking, but that we shall find the lode daily improving.

Thomas Fezzy, May 12: In visiting this property again to-day, I find, from our operations on the lode by the river side to the first cross-course is 52 fms. 3 ft., from this cross-course to the present shaft, 18 fms.; and from the shaft to the western cross-course, 35 fms.; the whole length on the course of this lode I find to be 450 fathoms; and from every place where the lode has been so far broken into, one might be led to suppose that it may be found hereafter to be one great and continuous course of ore; and I have no hesitation in stating this as being my unshaken opinion. The only requirements is that of erecting the wheel, necessary pitwork, capstan, shears, ropes, &c.; sinking the engine-shaft, 15 fms. or 20 fms. from surface; extending your levels, both east and west, on the lode, so as to throw the men driving out of the way of the mer, stopping the backs, when any amount of returns could immediately be brought to surface, and the mine at present is one which we are richly entitled to have, before to boast of in this almost untold locality. These are facts which, although it may be supposed by some as saying a great deal, yet by inspection they cannot be doubted.

EAGLEBROOK.—**H. Tyack,** May 10: The mine is now entirely unwatered, and we have recovered the 30 to drive across to the north lode; the ground is much easier than it was above, and it will not take a very long time to reach the lode in the 10 west. We have now taken down the ore ground for 9 ft., from the point at which we first discovered it; I am glad to say it is quite as good as we anticipated, both above and in the bottom of the level; the ore is about 18 ft. wide, nearly solid, and mixed with only a little slate and spar; this ore will afford a valuable slope. In the 10 east the lode is at present nipped by an angular piece of porphyry, but we expect it will soon open out again. We have taken the men from the underhand slope in the adit level, west of the engine-shaft, and put them into a similar slope east of the engine-shaft. In the copper shaft the lode is about 6 ft. wide, and yesterday the men broke some good stones of copper in sinking; the branch of copper in the bottom of the shaft is about 3 ft. wide, solid for half the length of the shaft. We have now a good supply of water, the new pool being about half full, and the water-courses into it complete. The tributaries have raised about 2 tons of ore from near the surface close to the 6 ft. shaft, but it does not seem to go down in the same line. We are sending down the copper ore for shipment, and have 5 tons of lead clean, without touching the solid ore, of which there is now a good pile.

EAST ALFRED CONSOLS.—**J. Vivian, H. Skewes,** May 13: Painter's engine-shaft is sunk to the 30 fm. level. We have set the cross-cuts to drive north and south. The cross-cut in the 15 fm. level is being driven with all possible speed. The lode in the eastern end at ditto is from 18 in. to 2 ft. wide, yielding a little munda and blende, but not enough to value. The lode in the western end is from 1 ft. to 1½ in. wide, producing copper, munda, and blende, worth 36 per fm. The winze is holed from adit to the 15 fm. level on the western end.

EAST CARN BREA.—**T. Glenville,** May 12: There is no alteration to report.

EAST PROVIDENCE.—**W. Hollow, T. Eren,** May 11: Poole's shaft is sinking below the adit level by nine men, at 9 ft. 10 in. per fm.; it is now 4 fms. below the adit level, and we expect at the end of next month it will be down to a 10 fm. level; the lode here is 12 in. wide, containing munda, yellow copper, and a little tin, but as yet nothing to value. At Wheel Mount adit, we have driven 9 ft. on the branch mentioned in last report, and find it is poor. We have suspended the work on the branch for the present, and again resumed the south end on the Comfort cross lode; it is now driving by two men, at 4 ft. per fathom.

EAST ROSEWARNE.—**J. Delbridge, J. James,** May 8: In the engine-shaft the lode is 1½ ft. wide, yielding a little ore, not to value. In the 33 west the lode is 15 in. wide, with stones of ore. In the 22 east, on north lode, the lode is 1 ft. wide, tribute ground, and from present appearance it seems west towards the bottom of the level. In the 22 west, on same lode, the lode is small and poor. In the 22 west of King's lode, the lode is unproductive. In the 12 east of Mathew's cross-cut, the lode is from 6 in. to 8 in. wide, tribute-ground. In the 12 east, on north branch, the lode is yielding a little ore; it has a kindly appearance, but not to value. In the 22 cross-cut south the ground is favourable; we expect to reach about 5 fms. more to cut the lode (Brook lode). In the adit cross-cut south we calculate to have 3 fms. to drive to cut the lode. In Hallitt's shaft the lode is favourable. In Mathew's shaft the lode is 1 ft. wide, tribute-ground. We have six tribute pitches, working by fourteen men—tribute from 12s. to 13s. 4d. in 11.

EAST TAME CONSOLS.—**G. E. Tremayne,** May 11: The lode in the 40 south is about 4 ft. wide, composed of fluor-spar and horn-spar, and will produce for lead about 8 cwt. per fm.; in this level north the lode is 3 ft. wide, and worth 12 cwt. of lead per fm. The lode in this end is much improved both in appearance and character, the ground being very favourable, and at present quite clear of the capel which has accompanied the lode in the upper levels. Should this favourable appearance continue (and of which there is every prospect) the value of the mine will be much increased. The lode in the winze in the 30 south is 3½ ft. wide, and will yield about 10 cwt. of lead per fm. The lode in the 29 north is 2½ ft. wide, composed of horn and fluor-spar, with rich stones of lead; a very promising lode.

EAST WHEAL RUSSELL.—**J. Goldworthy,** May 13: The ground in the 88 is much the same as last reported. In Homersham's shaft there is no change to notice. In the sink sinking below the 66 the lode is being taken down, and is of a most promising character, being already worth for the length of the winze 50t. per fm., and promising further improvement in a few feet sinking. The slope in the back of the 66, east of Williams's winze, is as last reported. The tribute pitches are without change. I will send a full report for the meeting.

EAST WHEAL TOLGUS.—**May 8:** Refruct Consols Lode: In the 46, east from the engine-shaft, the lode contains its usual 2 feet wide, consisting of quartz, peach, and munda—unproductive. The lode in the 34, east of the engine-shaft, is 2 ft. wide, consisting of soft quartz, munda, and peach, producing good stones of ore, and is promising in appearance. The lode in the rise in the back of the 22, east of the engine-shaft, is 1 ft. wide, unproductive. The slopes east and west of the winze in the bottom of the 22, east of the engine-shaft, are yielding 3½ tons of ore per fm. The lode in the 12, east of the engine-shaft, is 2 ft. wide, producing saving work for tin. The lode in the eastern slope in back of the 12, east of the engine-shaft, has not been taken down since last reported. The slope west of the above-mentioned slope in the back of the 12 is yielding fully 2 tons of ore per fm. Nothing new in the 12 cross-cut south. John's incline shaft men are getting on in clearing out the shaft and securing the shaft. The lode in the adit end, east of the new shaft, on the north lode, is small and unproductive.

EXMOUTH.—**W. Skewes, J. Nichols, J. Rodda,** May 11: The lode in the 60 north produces stones of lead occasionally, and continues in very congenial ground for mineral, but has not reached the bottom of the 40, which is much as ever, indicating in favour of its being ultimately equally productive in depth; the slope in the back of this level is not quite so good as last reported, now producing 7 cwt. of lead per fm. The 40 north still continues to improve, and will produce 1½ ton of ore per fm., but the ground being rather harder than usual we cannot make great progress in driving. The 30 north is at present producing 1½ ton of ore per fm. The cross-cut west from the 30 south is in mineralised ground, and is expected to reach the lode ere long. The 20 north is without any material alteration since last report. The rise in the back of this level has improved, and will now yield 7 cwt. of lead per fm., and the prospects are in favour of it still continuing to open open good tribute coal. The cross-cut west from the 10 south is being driven through a congenial channel of kilas, which looks kindly for the lode, which we anticipate to intersect shortly. The rise in back of the 10 south is now producing from 6 to 7 cwt. per fm.; the slope north of this rise will yield about 4 cwt. of lead ore per fm. The pitches throughout the mine are producing about the average amount of lead they have for some time past, and all other operations are much as usual.

GARREG.—**John Trevelthan,** May 13: The lode in the 60 is without change since my last report; it is 5 ft. wide, producing good stones of lead, intermixed with limestone and carbonate. The lode in the same level south is not so productive, and has become harder; and, having discovered an east and west lode in the south part of our set, I think it very advisable to put four men for a little while to open a little on the lode, which presents a most favourable character, and I have not the least doubt but it will turn out to be a productive one; it now contains very good stones of lead ore. The tribute pitch in the bottom of the 40 is without change. We sold to-day 5 tons, at 137. 6d. per ton.

GAWTON.—**J. Gill,** May 12: In the 50, western end, the lode is from 4 to 5 ft. wide; although much dislocated at present by small cross-courses, is presenting a better appearance for an improvement than I have seen for some time past. In the eastern end in this level there is no alteration to notice since last report. In Knot's slope, in back of the 36, the lode is 5 ft. wide, worth 10t. per fm. In Bickle's slope, in back of the 36, the lode is not quite so well at present, worth 12t. per fm. In Harris's slope, in back of the 36, the lode is 6 ft. wide, worth 15t. per fm. In Dava's slope, in bottom of the 24, the lode is 4 ft. wide, worth 9t. per fm.

GELLERHEIM.—**R. Northery,** May 10: I am glad to inform you that we have cut in 2 ft. in the lode in the 30 cross-cut, and it is worth 6 cwt. per fm. I shall be able to give you more information about the size and value in my next. Nothing new to communicate in any other part of the mine.

GOGGIN.—**May 11:** The two cross-cuts in the 60 or deep adit level (one north and the other south) are progressing favourably, and there is still a great deal of water coming out of the breast of the south cross-cut, and also a little coming out of the north one. The tribute pitches (five in number) over the 60, west of Bryn-pica shaft, are yielding on an average about 12 cwt. of lead ore per fm. In the cross-cut south in the 35, from the boundary-shaft, nothing of importance has yet been met with. The lode in the 30, driving west of the cross-cut from the boundary-shaft, on the north lode, is 6 ft. wide, with a promising appearance, now yielding 15 cwt. of lead ore per fm.; we have four men working in this end. In this level we shall let a new slope or tribute pitch on Saturday next, which will be our setting day. The lode in the tribute pitch in the bottom of the 80, west of Francis's shaft 80 fms., is 4 ft. wide, and will produce 10 cwt. of ore per fm. The slope in the bottom of the 120 fm. level, 80 fms. west of Francis's shaft, is still idle, being under water by means of the still breaking down in the back of the adit, but the water will again soon be out and the men put to work. The lode in the pitch over the 100, east of Taylor's shaft, is 5 ft. wide, producing 8 cwt. of ore per fm. The pitch over the 90, on the north lode, 5 fathoms west of Gilbertson's shaft, is yielding 10 cwt. of ore per fm. The lode in the pitch over this level, 10 fms. east of Gilbertson's shaft, on the north lode, is 6 ft. wide, producing at present 10 cwt. of ore per fm. The pitch over the 60 fm. level, 30 fms. east of Gilbertson's shaft, on the north part of the lode, is producing 18 cwt. of lead ore per fm. The dressing, &c., with all other things here are going on regular.

GREAT CARADON (St. Ive, Cornwall).—**Joseph T. Pempsey,** May 12: Since last report we have brought up a lobby, 50 fms. in length, to a depth of 2 fms., also a lead to carry off the water below the same, about 300 fathoms in length; also sank a bob-pit, and secured the same. The connection of cog-wheels is fixed to the whim, and lifts are dropped in order to commence sinking with all speed.

GREAT ONSLOW CONSOLS.—**George Rickard,** May 12: There is no change of importance in the lode in the 87 west; the ground is a little better for driving through. In the 107 west the ground is somewhat harder. In the 107 east the appearance of the portion of the lode being carried with the end as well as the ground has improved. The ground in the rise over the 107 continues very good.

GREAT SHEBA.—**J. Sparrow,** May 13: Kelly Hall shaft is sinking very satisfactorily; we hope to reach the 20 in about a fortnight, when, judging from the ore we have seen in the capels, I have every reason to believe we shall cut into a good ore lode there. The tribute pitches in the western part of the mine are producing fair quantities of ore.

GREAT SOUTH TOLGUS.—**J. Daw,** May 12: Friday last was our setting-day. The lode in Lyle's shaft, sinking below the 80, is 2½ ft. wide, composed of munda, peach, quartz, and stones of copper ore, set to nine men and three boys, 2 fms., at 18t. per fm. In the 80, east of Lyle's shaft, the lode is 2 ft. wide, producing stones of ore, but not enough to value, set to six men, 3 fms., at 5t. per fm. In the 80, west of the above shaft, the lode is 3 ft. wide, producing 1 ton per fm., set to three men and three boys, 4 fms., at 3t. 10s. per fm. In the 70 the lode is 2½ ft. wide, producing 4 tons per fm., set to three men and three boys, 4 fms., at 2t. per fm. In the winze sinking below the 60 the lode is 2 ft. wide, unproductive, set to two men and two boys, 4 fms., at 12t. per fm. In the 50 the lode is 1 ft. wide, producing stones of ore, set to two men and two boys, 4 fms., at 3t. per fm. In the 40 the lode is 2 ft. wide, producing 2 tons per fm., set to two men and two boys, 3 fms., at 3t. 10s. per fm. In the 30 the lode is 1 ft. wide, producing a little ore, set to two men and two boys, 4 fms., at 2t. 10s. per fm. The slopes and pitches are looking well.

GREAT TAMAR.—**B. Robins,** May 12: We have been opening ground further south on the eastern lead lode, from where the copper lode is crossing, and have the lode at this point full 5 ft. wide, composed of gossan, quartz, and prair, strongly impregnated with silver-lead. Many mine agents have inspected this property, and consider the lode to be the largest and most promising lead lode ever opened on the back in this neighbourhood. About 30 fms. to the east of this lode we have opened on the back of a large copper lode, full 6 ft. wide, composed of gossan, munda, and quartz, a splendid looking lode. We are still continuing driving the adit to intersect the western lead lode. The ground we are driving through is a light blue kilas, with branches of gossan and prair, easy ground for driving, and from present appearances, when this lode is cut at this point I expect it will be a good lode for silver-lead.

GREAT WEST SORTIDGE.—**J. Richards,** May 13: In the 50, west of the engine-shaft, the lode is 4 ft. wide, composed of capel, munda, and stones of ore occasionally.

GREAT WHEAL ALFRED.—**M. W. Michell, W. Bugholme,** May 8: The lode in Copper-house shaft, sinking below the 150, is much improved; it is now worth 15t. per fm. for tin, likewise producing good stones of copper ore. The lode in this level west is gradually improving; now worth 9t. per fm. The north part of the lode in the 170 east is 3 ft. wide, well defined, and worth 40t. per fm. We have intersected this part of the lode about 7 fms. further east in one of our new pitches, where the lode is worth 45t. per fm. We have also intersected the south part of the lode in the 170, which is 3 ft. wide, worth 10t. per fm. The ground in the 170 is much improved, and is likely to improve. The lode in the 160 is still dislocated. The lode in the winze, sinking below this level a few fathoms behind, is 2 ft. wide, producing saving work. The lode in Robert's pitch, in the bottom of this level, is worth 60t. per fm. The recent discovery made in the 170 is likely to yield great quantities of excellent copper ore, and will, in all probability, be seen in the 180 shortly. No other change to notice.

GREAT WHEAL RADDER.—**John Jenkin,** May 11: In the 61 end east the lode is 15 in. wide, producing about 15 cwt. of lead ore per fm. In the slopes above this level the lode is 18 in. wide, yielding about 1½ ton of lead ore per fm.; the ground still continues hard. In the 51 end, driving east of north in the kilas, the lode is 1 ft. wide, turning out 1 ton per fm. All other operations throughout the mine are much as usual.

GREAT WHEAL BUSY.—**J. Nancarrow,** May 8: The summen in cutting ground west of Harvey's have a lode 6 ft. wide, containing some good work for copper and tin. In the 109 fm. level east we are cutting above the level, and shall commence driving next week. In the 98 cross-cut little progress has been made this week, owing to the large quantity coming away; it has sunk in Chynoweth's bottom 3 fms. In a bottom, still further east, but now drained, lode 3 ft. wide, producing 6 tons of ore per fm.; set to six men at 6s. 8d. in 11. In the rise under Fielding's a little tin. The 98 is now through Fielding's shaft, lode fallen off a little in value; we shall commence rising next week. Ground favourable for sinking Fielding's below the 90. Preparing for railroad as fast as possible in the 90 east. Wheal Seymour adit is cleared and begun to drive. Davey's shaft is nearly ready for drawing. No alteration in the western levels. We expect to sample upwards of 400 tons of copper ore on Tuesday, which is rather more than we calculated on.

GREAT WHEAL FORTUNE.—**R. Pryor, J. Daniell,** May 12: Harvey's shaftmen are still cutting ground at the 85 for fixing the plunger; the rise in the back of this level is up 2 fms. 3 ft. 10 in. for the purpose of resuming the sinking to value. In the 70 cross-cut, the lode is an alteration. In the 20, west of the cross-cut, on Conquer branches, the slopes are worth 5t. per fm. Painter's shaftmen, on Carmel lode, have brought down the skips to the 36, and nearly completed cutting the plat of that level, and will now commence to sink the shaft in a day or two; in this level, east of shaft, the lode is 2 ft. wide, saving work for tin. In the 20 west the lode is 1 ft. wide, unproductive. In the 10 east the lode is 3 ft. wide, of kindly appearance, but poor at present; the rise in the back of this level is up 6 fms., lode 3 ft. wide, worth 5t. per fm. Hoskins' shaft is sunk 1 fm. 3 ft. below the 10; lode 4 ft. wide, worth 30t. per fm. No change in the tribute department.

GREAT WHEAL VOR UNITED.—**Thos. Gill,** May 11: Wheal Metal: The 50, west of John's shaft, on Schneider's lode, is 2½ ft. wide, worth 12t. per fm. The 30, west of engine-shaft, on Schneider's lode, is 4 ft. wide, worth 10t. per fm. The 70, west of the engine-shaft, on Metal lode, is 1 ft. wide, and spotted throughout with tin ore, but poor. The 80, west of the engine-shaft, on Metal lode, is 2 ft. wide, worth 20t. per fm. The 90, west of the engine-shaft, on Metal lode, is 1½ ft. wide, worth 8t. per fm. The 110, west of the engine-shaft, on Metal lode, is 2 ft. wide, worth 20t. per fm. There has been no change for the last week in the 70 cross-cut, driving north of Metal lode, west of the engine-shaft, to intersect the north lode. The lode at the engine-shaft sinking below the 110 is 1 ft. wide, and spotted throughout with tin ore. The slopes in the back of the 80, west of the engine-shaft, on Metal lode, are worth 15t. per fm. Teague's shaftmen are cutting pit in the 40, for the purpose of resuming the sinking to value. In the 70 cross-cut, the lode is an alteration. The 40, driving west of Pearce's winze, west of Sand Bank shaft, on Trueman's lode, is 4 ft. wide, worth 25t. per fm. The 40, driving west of Sand Bank shaft, on Trueman's lode, is 1 ft. wide, worth 6t. per fm. Sand Bank shaft is sunk 12 fms. below the 40, and we shall commence to drive in the course of a day or two to explore the lode in that level. We are driving by the side of the lode in the 248, east of Boulder shaft, and shall not take it down until the end of the month; therefore, I cannot say anything about its value. We have forced the water at Boulder shaft 2 fathoms below the 274, and we are preparing to put the lift in the eastern, and drop again below the 274, for the purpose of draining the mine to the surface. We have also driven a double skip road 30 fms. below the surface, at Boulder shaft, and the men are stripping the old timber below the 60 to continue it. We are making good progress in our dressing department, and hope to have a large parcel of tin for sale at our usual time. The stamps, as well as all the other machinery, are working well.

May 12: The machinery is all working well, and everything is doing that can possibly be done to fork the water to the bottom, and put in the skip-road.

HARWOOD.—**Joseph Race,** April 30: Ruffing vein is about as last reported. The cross-vein north is very poor to-day. We began with the water-race on Wednesday, and it will be done to-morrow. We can do without any boxes, so the dressing will be stopped no more for want of water.

May 7: At our setting on Monday, Ruffing vein was set to two men to drive at 40s. per fathom; it is worth 1 lb. of ore per fathom, and setting well up in the roof. The cross-vein north was set to drive by two men, at 36s. per fathom—still poor. The slope south on cross-vein is raising a little ore, and set to two men, at 33s. per fathom. We have fine weather for dressing, and getting on well; we have 7 or 8 bings ready.

HAWKMOOR.—**Jas. Richards,** May 10: The lode in the 60, east of the shaft, is very regular, but not worth raising. In the 40, east of the cross-course, the lode is worth 2 tons of ore per fm. The pitch in the bottom of the 30 is much as last reported. The other bargains and pitches are without alteration.

HINGSTON DOWNS CONSOLS.—**Wm. Richards,** May 12: The lode at Morris's shaft is full 5 ft. wide, and is worth 50t. per fm. for the length of same (12 ft.). The lode in the 75 and 65 east is large, and may be fairly valued at from 45t. to 50t. per fm. each.

HOLMBUSH.—**N. Seecombe,** May 11: We are now in the 132, under the ore ground gone down in the bottom of the 120, from which we expect shortly to be in a position to raise some hundreds of tons of silver-lead ore. We are now preparing to manage the water coming from the Callington Mines, either in the 120 or the 130, as may be deemed best; after which, we shall proceed to excavate the ground, and I hope to raise some good samplings of lead.

May 11: The lode in the ends, both east and west of the cross-cut south from the 145 west, will yield full 1 ton of ore per fm. The 145 south, on the lead lode, continues to yield a little lead ore, but not enough to value. In the 160, east of the diagonal, the men in the ore are removed for a few days to open and secure the 120 south, on the lead lode, and take the water from the Callington Mines into Saunderson's. The slopes in the back of the 160, east of diagonal, and east and west of Lemon's winze, are much the same as last report, yielding from 1 to 2 tons of ore per fm. In the 160, west of the diagonal, from the appearance of the ground, the end is now driven through the great cross-course, and we hope to have the lode again to the westward of it very soon. The slopes in the back of this level continue to yield full 1 ton of ore per fm., of superior quality. The 132 south, on the lead lode, is suspended until the water in the 120 is taken up, as we find that more than an ordinary quantity is issuing from the lode. The 145 west, on the

flap-jack lode, is still in disordered ground, the lode being dislocated by a series of small cross-courses, between which the lode is not producing any ore to value. There is no alteration in the 124 cross-cut north at Wall's.

HUCKWORTHY BRIDGE.—**J. Key,** May 13: The rise against the shaft is up from 10 to 12 feet above the back of the shaft; and I find, by cutting in north for the rise, the lode is from 4 to 8 feet wide, and of a good appearance. Having no communication for air in this level, the air became very bad for the men to work in, therefore I have put them to try the shaft again, and to our great satisfaction I found the water much abated, so much so that the men are able to work very comfortably; and the progress is satisfactory. I hope by next week to be able to report that our shaft is held to the rise in the back of the adit, as I intend putting the men, on Saturday next, to bore a hole from shaft to the rise, to let down the water, &c.

LACKAMORE.—**May 10:** The pitch over the 24 is looking very well, yielding from 1 to 1½ ton of ore per fm., and the pitch over the adit level is also doing well. The lode in the 24 west is poor and disordered. We have not deepened the winze below the 34 since I last wrote, the men being engaged in clearing the drawing-shaft, which I am glad to say is now almost completed to the bottom of the mine. The dressing of the ore (which we commenced on this day fortnight) is going on well, and all other operations are progressing favourably.

LADY BERTHA.—**J. Metherell,** May 12: Moyle's engine-shaft is just the same as last reported, the ground is still good for sinking. In the 30, in the eastern end, we have cut the eastern spine of the cross-course, and got through it about 2 ft. in. In clean sinking, we shall now drive on the cross-course to cut the lode as soon as possible, the end being a little water. In the western end, I am glad to say, we have a very great change; the ground has become very much easier, in fact, a different character altogether. I hope now we shall soon see a change in the lode.

May 13: Since writing to you yesterday, I think we have cut a part of the lode in the 30 east, from which to-day I have broken some good stones, the end is letting out some water. We are also taking down the lode in Hooper and Ogle's slopes, west of Hooper's rise, which are looking very well, worth on an average full 3 tons of ore per fm. No other alteration.

LEWIS.—**W. Bishop, W. Martyn,** May 12: At skip-shaft, sinking under the 110, the lode is 6 ft. wide, saving work for stamps; we are hastening the sinking about 6 ft. per week. It should be remembered that this shaft is on the course of the main lode, and that the south lode, at the 100, was intersected by a cross-cut of 5 fathoms, and also that the south and main lodes will form a junction before we get to the 130 fm. level, which point we hope to see before this year is expired. This eastern run of the ground is more than 70 fms. long; and on the main lode upwards of 50 fathoms; so you can now see the mine is getting into a good and safe position. Nothing new to speak of in any other part, with the exception of the 110 end on the south lode, which is not looking so well, but worth 30t. per fathom. We sold a small parcel of tin on Saturday, realising 711t. 8s. 2d.

MERLON.—**J. Trevelthan,** May 13: The lode at the new shaft is 3 ft. wide, of a most promising character, and strongly impregnated with lead ore. The tribute pitches are without change to notice. We sampled to-day 8 tons of lead ore.

MOLD (Limited).—**R. Rickard,** May 11: I beg to inform you that we have driven the cross-cut each way from the bottom of the engine-shaft to the top of the shaft. Here a bed of shale has come in and destroyed the lode at this point. I am now hoping it is only a block between two runs of the ore ground. I was puzzled about what course to take in this perplexity; but on going down with the men to-day and examining every part minutely, I found the shale had taken a sudden and almost perpendicular turn on the part towards the hanging side of the lode, and I at once put them to cut into it; and before I left I felt almost satisfied that the shale had heaved and disordered the lode, but not destroyed it. We found some bits of ore, and I think we shall soon find the lode in a regular and settled state, and I hope productive. We have a very kindly lode in the 29 fm. level end, and which is producing good stones, but not much enough to value. There is no change in Talbot's shaft, except that the water has been sinking for some days past. We have opened Bettink's shaft, which is 63 fms. westward from Talbot's shaft, 88 ft. deep, and about 3 fms. from the bottom of it is a swamp 56 ft. deep, and a second sump 12 ft. deep, which is down to the bed of shale which covers the bearing ground of the flat. A third sump has been sunk, but how deep I cannot tell, for it is run together. I am told it is down into the bearing ground, and that the last party got out two kibbles of ore, and could do no more on account of the water. I should like to see this shaft sunk down to prove the flat at this point. It can be sunk for 3t. 10s. per fm.; a party has been here asking for the ground to work it on tribute.

MOLLAND.—**T. Bennetts,** May 12: The ground at the engine-shaft sinking below the 20 is a little more troublesome for sinking than last week, it being wetter, though of much the same character—a congenial kilas in this locality for producing ore. The lode in the 20 east is 1½ ft. wide, producing stones of ore, though not much to value. The quality in the back of this level is worth 5t. per fm. We cleaned last Saturday, and I am glad to say we found that the condensing water answers very well.

NETHER HEATH.—**Wm. Vipond,** May 8: The slope on the vein is poor, and the slope on the Sun-stair has not been quite so productive this week. The south lode is as good as ever, and likely to continue for some time. The string from Nixon's rise is about as usual. There is no ore at Dodgeon yet—the rise very hard. I have sent Alston 15 tons 8 cwt. of ore, and have 2 tons more ready for delivery.

NORTH BASSET.—**Thomas Glanville,** May 12: In the 82 the lode is 3 ft. wide, producing 3 tons of ore per fm. In the 102 the lode is 2½ ft. wide, composed of spar, mixed with native copper. All other parts of the mine are without alteration. We sold yesterday tinstuff to the amount of 214t.

NORTH DOWNS.—**M. W. Michell,** May 10: The engine-shaft is sunk 6 ft. below the 30; the lode, which was intersected about 2 fms. above the bottom of the shaft, is much disordered by the western cross-course; it is intended in future to sink this shaft on the course of the lode. The 30 is driven east of the above shaft 25 fms.; the lode in the last 5 fms. has greatly improved, worth on an average 18t. per fm., and the present end is equally productive. About 5 fms. east of this end a winze is being sunk below the 30, and is down about 6 fms., but at present suspended on account of the water; this winze is sunk on the north part of the lode, but by cutting south a short distance the south part of the lode is intersected, and is the same as the 30 is being driven, and is equally productive. The 20 is being worked at 6s. in 11, tribute, and the men are getting good wages. The 20 is driven 20 fms. east of Bennett's shaft, or 100 fms. east of the engine-shaft, where the lode is 1 ft. wide, with a small branch of copper ore on the south side. I have six

At the sale of copper ores, at Redruth, on Thursday, the standard was 1858; average produce 6½; and price per ton 67. 0s. 6d. This was an advance (taking into account the difference of produce) of 3s. 5s. upon the standard of the previous week; making a difference to the advantage of the miner of more than 4s. per ton of ore; and upon the total sale of 421 tons, nearly 9000 more than the same ores would have realised in the preceding week. This is very encouraging, and there is reason to expect that the present upward tendency of the standard will be maintained.

The almost simultaneous rise in copper and tin during the latter part of last week, and to which we then referred, caused the SHARE MARKET to open with great buoyancy on Monday, and an active business has been kept up during the week. The demand for dividend shares has been greater than for many months past, large purchases having been made for investment. The high rate of interest paid by many of the best mines, and the fair prospect of increased profits, would seem not only to justify this demand, but lead to the expectation of a still greater one; and for this reason there are no anxious sellers on the market. We understand that one or two large and well-known firms are about to become buyers of copper ores in Cornwall, and to enter into competition with the old smelting monopoly at the weekly ticketings; we hope, therefore, we may very shortly have to congratulate the miner upon still better prices for his produce, and more encouragement to his calling. Among copper mines in which a large business has been done, Bassetts advanced from 215, 220 to 225; the next dividend, in June, it is understood will be 6½ per share, and a rise in copper would further improve profits. Bullers have been dealt in at 235 to 300. South Frances, from considerable improvements, have been in demand, with a great scarcity of stock, and in consequence the price has advanced from 220, 230 to 240, 250. Devon Great Consols remain steady at 470 to 475. South Caradon, 390 to 400, and in request. Greambler and St. Aubyns much enquired for; since the meeting the mine has further improved, and shares leave off at 115 to 117½, with the probability of a much greater rise in a few months. Mary Ann has been rather flatter, at 44 to 45. Trelawny, 23½ to 24½, buyers. Herodfoot rather flatter, at 84 to 90, without any business doing. East Bassetts have been more freely offered, and price not quite so firm, at 96 to 98; the mine continues to look well, and will sample 100 tons of good copper ore next week. Great Alfreds became in demand early in the week, from that excellent report received on Monday, but price rather receded, and left off at 5½ to 5½. North Basset, 11 to 11½, and much enquired for. West Basset, 24 to 25. North Grenville has been in demand at 1½ to 2. Hingston Down has greatly improved; the lode in the shaft is worth 500 ft. per fm. for the length of the shaft, and other parts also improved, causing a great demand for shares, and large transactions have taken place, the price leaving off at 5½ to 6. Great South Tolgus, 14½ to 15½. North Roskear in good request, price leaving off at 24½ to 25½. Lady Bertha has been more enquired for at 20s. to 21s. Providence Mines, 67 to 68, and rather less firm. Margarets, 54 to 55. Margery, 11 to 11½, and not so much doing as might be expected, considering the improvements in the mine. East Russells have fluctuated from 6 to 6½, and left off at 6½ to 6½; no mine of late has been the subject of so much correspondence and discussion as this, and shareholders are becoming bewildered in the multiplicity of opinions—one week excited to great expectations, and the next as much disheartened; this sort of wavering, causing as it does many sales, is a great boon to the "jobbers," but we should advise the shareholders, without reference to the denunciations of "theory," which in mining is very apt to be upset by practical results, to hold on patiently for a few months, and look to the progress of the 60 ft. level towards the ore ground. We remember when the Devon Great Consols were first discovered, many miners considered the lode "too rich" to last, and the differences of opinion which it caused deterred the timid public from purchasing when shares could have been had at a low price. Holmshush shares have been more enquired for, at 1½ to 1½; the lead lode seems to have improved, as the agent adds to his report, that having got the 132 level under the ore ground in the 120, he hopes in a short time to be able to raise large quantities of silver-lead. Redmoors, 6s. 6d.; it is now supposed that the lead lode in Redmoor and that in Holmshush are two distinct lodes, and a cross-cut is to be driven in the former mine to intersect the Holmshush lode. Drakewalls have been in considerable demand at 1½ to 1½, the principal buyers being near the mine, which it appears is leaving a profit on the tin, and a copper lode is expected to be cut, which may greatly enhance the value of the property. North Tavny, 30; Kelly Bray, 14 to 14½; Merilyn, 4 to 4½; Sorridges have been in good demand, and buyers of large numbers at 27 to 29; Yarners have been inquired for at 25 to 30, owing to the late discovery; South Tolgus, 67½ to 70; Pendean, 3½ to 3½; Wheel Edwards have been flat, and left off at 4½ to 5; St. Day United, 14 to 14½, and more business transacted; Tincroft, 3½ to 4; North Frances, which had for some time been flat, became in demand late in the week, and left off at 7½ to 8½, buyers; Wheel Kitty, 9½ to 10½; Vale of Towy, 22 to 23; Alfred Consols, 11 to 11½, and more in request; East Gunnis Lake, 14 to 14½; West Fowey, 8½ to 8½; West Park, 3½; West Frances, 12 to 18; Wheel Harriet, flat at 4½. Wheel Arthur, 4½ to 5½; this mine is still improving. East Alfred, 1½ to 1½, and have been more sought after.

Looking at the rise in metals, and the present state of mining, it appears that a selection could be made from dividend and progressive mines just now with almost certainty of success; and with the object of aiding investors, we have selected with much care, and after obtaining the best returns of the day, about a dozen mines, dividend and progressive, from which (as we always recommend a moderate distribution of capital, so as to ensure success in the aggregate) six may be taken the dividend to pay about 15 per cent., and the progressive to improve in price in a short space of time. The dividend mines we recommend are South Caradon, South Frances, Wheel Basset, Great South Tolgus, Greambler and St. Aubyn. The progressive mines are Hingston Down, North Frances, Wheel Grenville, Wheel Arthur, East Basset, North Roskear, East Russell, Margery, and Drakewalls. Next week we will endeavour to give the names of smaller speculations worthy of special notice.

At Craddock Moor Mine meeting, on Wednesday, the accounts showed—Balance last audit, 1216. 16s. 4d.; ore sold and carriage, 1750. 15s. 2d.; =2967. 10s. 6d. Mine cost, 1132. 2s. 4d.; merchants' bills, 2597. 4s. 4d.; less dues on ore sold, 100. 10s. 1d.; dividend paid, March, 3692. 3s. 3d.; leaving balance in favour of adventurers, 1060. 19s. 9d. A dividend of 5s. per share was declared. Capt. Henry Taylor and John Taylor reported that they had cut Vercoe's lode in the 52 cross-cut south; it is about 12 in. wide, and contains manganite, quartz, and good stones of ore. The next sale will be, supposed, 225 tons of good quality copper ore.

At Bamfylde Copper Mining Company meeting, on Wednesday (Mr. W. Roberts in the chair), the accounts showed—Balance at bankers, 10467. 5s. 1d.; ore sold and at market was estimated at 11000; making a balance in favour of shareholders, 21467. 5s. 1d. A dividend of 3127. 10s. (5 per cent. on 10,000 shares) was declared. Capt. J. Pope reported that, from the favourable appearances, he had no doubt it would prove a profitable mine. The ore sold at Swansea, on Tuesday, realised 4587.

At Great Wheel Badden special general meeting, on Tuesday, it was unanimously resolved, that in consequence of the discovery made since the meeting on April 27 the resolution to abandon the mine be rescinded, and that the report of Capt. J. Jenkins, submitted by Mr. C. Hill, be received. Capt. John Jenkins reported that in the east the lode is 18 inches wide, producing 15 cwt. of lead ore per fathom. In the 51 end, driving east of north in the kilns, the lode is 1 ft. wide, turning 1 ton per fathom.

At the Crowdale Mine meeting, on Tuesday (Mr. W. A. Thomas in the chair), the accounts showed—Mine cost, Oct. 1856, to March, 1858, 1682. 16s. 6d.—Calls received, 600; leaving balance against shareholders, 1082. 16s. 6d. A call of 3s. per share was made. The committee of management was re-elected. Capt. Jas. Richards reported that the dressing-floors and grinder are getting ready with all dispatch, and they hope to be sufficiently advanced to admit of preparing 100 tons by next sampling.

At East Hender Mining Company meeting, on May 1 (Mr. E. Oliver in the chair), the accounts showed balance against shareholders, 2147. 4s. 4d. A call of 1s. per share was made. Capt. Richard Pryor and N. Clymo reported favourably on the progress of the adventure.

At Trevenen and Tremere United Mining Company meeting, on Monday (Mr. F. D'Arcy in the chair), the accounts showed—Balance at the last audit, 101. 1s. 2d.—Mine cost, merchants' bills, &c., Jan. and Feb., 5147. 15s. 2d.; =6258. 7s. 4d.; less dues, 2644. 10s.; tin sold, 772. 2s. 6d.; leaving balance against the shareholders, 101. 1s. 2d. A call of 1s. 6d. per share was made, and the committee of management was re-elected for the next two months. Capt. R. Kendall reported, that from what he had observed, he was of opinion in draining the mine they would be able to pay the labour cost, as all the pieces of ground left by the old workings contained rich branches of tin.

At North Wheel Robert Company meeting, on Tuesday (Mr. Michael Rowlands in the chair), the accounts showed a balance in favour of shareholders of 7611. 12s. 9d. The net profit on the three months' working was 2577. 13s. 5d. The proceedings, which are reported in another column, terminated with a vote of thanks to the Chairman.

At Wheel Harriet meeting, on Monday (Mr. Dorrington in the chair), the accounts showed balance against shareholders, 162. 6s. 4d. A call of 2s. 6d. per share was made. The committee of management were reappointed, and the proceedings, which are detailed in another column, terminated with a vote of thanks to the Chairman.

At the Rosewarne Consols meeting, on Monday (Mr. J. Robertson in the chair), the accounts showed a balance against the mine of 10937. 2s. 9d.; and a balance of liabilities over assets of 1177. 2s. 6d. Messrs. T. Brooman, J. Robertson, and E. J. Wilson were elected a committee of management. A call of 2s. per share was made.

At South Wheel Seton meeting, on May 6, the accounts showed—Balance last audit, 1482. 1s. 1d.; mine cost, Jan. and Feb., 2087. 7s. 1d.; merchants' bills, 741. 19s. 5d.; =4267. 7s. 7d.—By calls, 4007; leaving debit, 2667. 7s. 7d. A call of 1s. per share was made. Capt. Higgins's salary was raised from 67. 6s. to 87. 6s. per month; and Capt. Malachi, Bath appointed superintending agent at 17. 1s. per month. Since the meeting the lode in the shaft has improved.

At the Oola Mining Company meeting, on Monday (Mr. C. Smith in the chair), the accounts showed a balance against the mine of 517. 19s. 7d., and a balance of assets over liabilities of 982. 1s. 3d. Messrs. Palmer, G. F. Eland, C. Smith, T. Brooman, and E. J. Wilson were elected a committee of management. A call of 3s. per share was made, payable on May 24.

At Gonaema Mine meeting, on Wednesday, the accounts showed—Mine cost, 7757. 17s. 6d.; merchants' bills, 1757. 11s. 7d.; =9517. 9s. 1d.—Balance last audit, 421. 8s. 1d.; ore sold (lord's dues, 567. 6s.), 8547. 13s. 11d.; leaving balance against shareholders, 547. 7s. 1d. Captains R. Pascoe and W. George, jun., reported that the next sale would be about 110 tons.

At New Birch Tor and Viter Consols meeting, on Thursday (Mr. J. Rowlands in the chair), being the first meeting under the present company, the following resolutions and appointments for the future management of the mine were made—Messrs. Rowlands, Bayly, Halford, and Howard were nominated members of the committee; Mr. Walter Thomson, the secretary; Mr. J. Matthews, of Tavistock, pursuer; Capt. Loan, of Wheel Franco, was requested to inspect and report on the mine; Messrs. Roberts, Curtis, and Co., to be the bankers of the company; and the committee to appoint the future captain, and to fix his salary. A call of 1s. per share was made.

The Cardiff Preserved Coal and Coke Company appears to be progressing very satisfactorily. In the first annual report, the directors state that the buildings and necessary machinery are erected for commencing operations on the premises, in order that the company may be in a position to construct and repair machinery at the smallest possible cost, with the advantage of keeping their designs and patterns in their own hands, also be in a position to meet the requirements of the business as it gradually develops itself. The machinery works in a very satisfactory manner, and the produce sent out in sample orders has been highly approved; many applications are constantly being made for this material, which is now shipped at Cardiff; additional buildings and machinery to meet the demand are in progress. The accounts have been audited by Mr. F. T. Barnard, of Bristol, and the balance sheet is drawn up to March 31. The affairs of the company are conducted with rigid economy, and it is satisfactory to add, the original calculations upon which the operations of the company are based have been found to be correct.

Wheel Florence will sample about 7 tons of silver-lead ore in a few days. The prospects of the mine are very good, as will be seen by a reference to a report from Capt. Knott, in another column; and as the mine possesses unusual advantages, the output required will be light.

At Stray Park Mine, it is reported that a complete change has taken place in the management since the resignation of Mr. Vawdrey as pursuer.

At Crowdale Mine, a great improvement has taken place during the week. The lode in the winze is worth 1200 ft. per fm.

The Bog Mine sampled this week 28 tons of good lead ore.

At St. John del Rey Mining Company adjourned meeting, on Tuesday (Mr. J. D. Powles in the chair), for the purpose of completing the revision of the regulations of the company under the Joint-Stock Companies Act, an amendment was proposed to the directors to the directors, that it should be 5000, instead of 8000, and that there should be no managing directors. The resolution was however carried, thus awarding the original remuneration to the directors, and leaving the appointment of managing director unaltered. It was also proposed that the allowance to the auditors should be 20 guineas per annum each, instead of 10 guineas. The remainder of the clauses were discussed *seriatim*, and in the amended form were unanimously passed. The meeting for confirmation was appointed to be held on June 15 next.

At Rosie and Canada Lead Company, limited (Mr. W. Cox, M.P., in the chair), the accounts showed—Cash at bank, 2057. 0s. 7d.; in hands of Capt. Trelawny, 221. 5s. 10d. The proceedings, which are fully reported in another column, terminated with a vote of thanks to the Chairman.

At the Minesota Mine (Lake Superior) meeting, held at New York, on March 10, a highly favourable report was presented. The only serious inconvenience occasioned to the company by the disastrous state of the metal and money markets last fall was a temporary postponement of the dividend payable Nov. 1 last, which, however, was not more than ever satisfied was a necessary and prudent course. The accounts showed a balance in hand, in cash and bills, receivable March 1 last, \$215,264.47. The statement shows the probable amount of net earnings, from which the semi-annual dividend for May and November next will be forthcoming. With respect to the former, however, finding themselves in a position, from recent large sales of copper for cash, to anticipate its payment, the directors have declared a semi-annual dividend of \$6 per share, or 12 per cent. on the capital stock, payable on April 1, instead of May 1. The whole quantity of mineral produced from the mine during 1857 was 2058 tons of mass, barrel, and stamp copper, being an average of 17½ tons per month for the year, against 155 tons per month the previous year, and showing an increase of 198 tons, equal to 10½ per cent., in the aggregate product of 1857, as compared with that of 1856.

At the Western Australian Mining Association meeting, at Perth, on March 4 (Mr. G. Shenton in the chair), the accounts showed a balance in hand of 13557. 19s. 11d., including the advance received of 157 per ton upon the shipments of 350 tons of ore. The operations were proceeding most satisfactorily; ores of a very rich quality of black oxide were being raised in considerable quantities, and about 20 tons of grey ore, estimated to yield 50 per cent. of metal, had been obtained. Malachite, giving 35 per cent. of metal, had been got from a depth of 18 ft. below the surface. A specimen was exhibited at the meeting from a lode which crops out about one mile from Wanerooka Mine, and all through from the surface yielded 15 per cent.; this lode is traceable for miles, and has, where the specimen was found, a very promising appearance. Messrs. Shenton, Knight, Padbury, Leake, Carter, Stone, and Barker were elected the first directors of the company. The mineral prospects of the undertaking are all that could be desired, yet the property has been purchased at the ordinary price of land.

Our Leeds correspondents (Messrs. Gledhill and Co.) report an evident improvement in the demand for shares in the mines of the North; many have changed hands at advanced prices. Craven Moor is making a stir, and business done to some extent. The shareholders in the Yorkshire Mine are in great hopes of making their long-delayed discovery, a change having taken place in the end of the level; should this cut rich it will do much good to mining in these parts. Wheel Henry (Helvellyn) Lead Mine is progressing favourably. The deep level at Helvellyn Consols is getting on with all speed. There is an increased good feeling for this class of property, and it is evidenced by parties inspecting the different mines before investing. Several gentlemen are about to visit the Cumberland Mines for that laudable purpose. Deputations have been sent to other mines, which tend to give confidence.

Our Hull correspondents (Messrs. T. W. Flint and Co.) report that the market has been affected by political rumours, but fluctuations have not been to any important extent. Money remaining cheap, there has not been that disposition to realise which otherwise would have doubtless exhibited itself. Guaranteed and preference shares are taken readily at current rates, and are absorbed almost as soon as offered.

Our Sheffield correspondent (Mr. George Wilson) reports that the only business done in the mining share market this week has been in Cowden Rakes, several times, at 6s. prem.; and Eysams at 47. The quotations, however, are about the same as last week. Within the last few days the Cowden Rake Mines, near Bakewell, have been visited and carefully examined by the committee and Mr. S. F. Holmes, the surveyor. The set is extensive, being about three miles in length, with a number of veins running through it in various directions, some of which have been extensively worked upon, particularly the Mogshaw vein, which forms a junction with the Cowden Rake vein about the middle of the property. The Magpie and the True Blue are also upon the Mogshaw vein, from which immense quantities of ore have been raised; and there is every reason to believe, when the Cowden Rake Mines are sufficiently opened, they will become a valuable property, which must be very gratifying to the shareholders.

THE TIN TRADE.—(From a Correspondent).—Since our last notice the aspect of the tin trade has considerably varied, but the change will probably not affect our remarks of April 10 as to price. The Dutch sale will be a little larger than was anticipated, but the price of English is already 10½ higher, and there is every prospect of a sufficient rise taking place before July to cause the sale to be effected at 80½; there is, therefore, no reason to retract a word of what we have already asserted.

AUSTRALIA.—The *Duncan Dunbar*, Capt. Neatby, for London, 93 days from Sydney, having left Feb. 10, was off Plymouth yesterday. She has 55 cabin and 41 steerage passengers, and a cargo including 2850 bales of wool, 269 casks of tallow, and 1445 bags of copper, 39 packages, and 242 cwt. of gold.

The *Water Nymph*, from Adelaide, has brought 577 tiles, 4073 ingots, and 457 casks of copper, besides 325 bags of copper regulus, and 131 bags of copper ore.

LEAD ORES.

Sold on the 7th May.			
Mines.	Tons.	Price per ton.	Purchasers.
Dyffryn	39	£14 0	A. Courage.
Rhosyddol	29	13 6	Newton, Keates, & Co.
Dyffrynwm	14	13 7	ditto
Sold on the 8th May.			
Penhalbarra	16	20 12	Sims, Williams, & Co.
ditto	4	10 0	R. Mitchell and Son.
Wheel Wrey Consols	50	18 11	Walker, Parker, & Co.
Sold on the 10th May.			
Round Hill	22½	13 7	Walker, Parker, & Co.
ditto	22½	13 7	Newton, Keates, & Co.
Keawick	25	13 6	Shield and Dinning.
Ticketing at Holywell, 13th May.			
Masseyrwdol (Talargoch)	16½	13 18	Walker, Parker, & Co.
Coetia Llys (Talargoch)	39	15 6	ditto
Talargoch	4½	14 17	ditto
Deep Level	17	13 7	ditto
ditto	3	17 0	ditto
Holywell Level	13	15 11	A. Eytton.
Merilyn	6	13 5	Walker, Parker, & Co.
ditto	2	12 7	ditto
Garreg	6	13 5	Newton, Keates, & Co.
Bradsbor	50	14 15	ditto
Rhodafen (Tyndrum)	46	10 10	A. Courage.
Nant-y-car	23	11 0	Walker, Parker, & Co.
Stedford	8	13 0	Newton, Keates, & Co.

BLACK TIN.

Sold on the 7th May.			
Mines.	Tons.	Price per ton.	Purchasers.
Carvath United	1 16 3	20 0	£112 12 7
ditto	0 5 3	22 0	11 0 0

Sold on the 22d and 24th April.			
Pen-an-drea United	4 12 3	21 0	£300 17 8—Williams & Co.
ditto	4 17 3	19 0	293 15 2—ditto
ditto	1 3 2	21 0	53 5 11—ditto
ditto	6 18 0	20 0	487 1 7—Blasco Co.
ditto	5 12 1	16 0	365 19 7—ditto
ditto	2 3 1	25 0	108 13 7—ditto
Sold on the 13th May.			
Drake Walls	7 10 0	0 0	513 15 0—Bolito & Co.
ditto	8 10 0	0 0	521 13 0—Blasco Co.

COPPER ORES.

Sampled April 21, and sold at Swansea May 11.							
Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Cobre	93	113½	£10 18 0	Bahamas	28½	19	£20 18 0
ditto	92	12	10 17 6	ditto	3	66	64 9 0
ditto	91	12½	10 16 6	Wheel Maria	36	23½	24 6 0
ditto	90	12½	10 16 6	ditto	8	45½	44 11 0
ditto	89	11½	10 10 6	ditto	8	45½	47 16 0
ditto	88	12½	10 18 0	Springbok	46	23	23 11 0
ditto	87½	13	11 6 0	ditto	22	31½	30 18 0
ditto	86	21	21 3 6	ditto	3	26½	26 13 0
ditto	85	20½	21 13 6	Namaqualand	15	31½	31 5 0
ditto	84	68½	67 12 6	(W. R. O.)			
ditto	83	69½	67 7 6	Great Barrier	55	15½	14 4 0
ditto	82	14½	14 9 0	ditto	8	15½	15 7 0
Huelva	90	2½	1 10 6	Estrella	77	37½	3 4 0
ditto	83	2½	1 15 0	ditto	2	4½	3 15 0
ditto	87	2½	1 10 0	ditto	1	3½	3 0 0
ditto	6	31½	33 12 0	Bampfylde	21	18½	17 18 0
Algers	53	10½	9 2 6	ditto	5	10½	10 18 0
ditto	51	10½	9 2 6	ditto	2	19	18 3 0
ditto	47	10½	9 0 6	Namaqualand	20	18½	18 7 0
Bahamas	61	12½	12 9 0	W. & Co.)			

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Tons.		Amount.	
Copper Miners' Company	182½	£2084 13 0	
Freeman and Co.	270	3217 2 6	
P. Grenfell and Sons	51	1145 17 0	
Sims, Williams, Nevill, and Co.	35	1061 10 0	
Vivian and Sons	260	2633 0 6	
Williams, Foster, and Co.	278½	4155 19 6	
Mines Royal Company	38	923 8 0	
British and Foreign Copper Company	103	1949 8 6	
Mason and Elkington	103	512 5 0	
F. Bankart	199	2339 1 9	
Charles Lambert	90	137 5 0	
Total	1598	£20,159 18 0	

Copper ores for sale at Swansea, May 25.—Cobre 81, 87, 72, 45, 42, 15—Cuba 72, 71, 70, 68, 67, 64, 49, 6—Knocknagall 75, 74, 69, 61, 63, 62—Berhaven 122, 115, 109, 70—Spanish 85, 5, 15, 4, 5, 1—Spanish 47, 22, 5, 4—Irish Ore 36, 16—Holyford 24, 13—Namaqua 29.—Total, 2115 tons.

AVERAGES.			
Produce.	Price.	Standard.	
British	16 15-16	£16 7 6	£109 15 0
Foreign	13½	12 11 0	111 14 0
Sale	13 5-16	£12 12 0	£111 13 0
Totals—British, 28; Foreign, 1570=1598 tons (21 cwt.)			

* Purchased by the Pocket Nook Company.

COPPER ORES.

Samples April 28, and sold at Tabb's Hotel, Redruth, May 13.					
Mines.	Tons.	Price.	Mines.	Tons.	Price.
West Basset	87	£8 0 0	Levant	83	£11 6 0
ditto	86	5 3 6	ditto	38	10 6 0
ditto	73	3 6 6	ditto	37	9 10 0
ditto	72	4 0 6	ditto	2	30 10 0
ditto	69	4 3 0	Tolvadlen	67	8 1 0
ditto	62	8 4 0	ditto	66	6 10 0
ditto	57	8 16 6	ditto	57	7 1 6
ditto	56	4 7 0	ditto	46	13 3 0
ditto	51	7 19 0	ditto	11	32 15 6
ditto	50	4 13 6	Wheal Margery	80	3 8 6
ditto	44	7 1 0	ditto	76	4 8 6
ditto	39	3 14 6	ditto	60	11 13 0
Wheal Buller	109	6 6 6	Great South Tolgus	87	6 5 6
ditto	81	3 13 0	ditto	63	5 11 0
ditto	79	8 14 0	ditto	58	13 0 0
ditto	60	2 14 0	West Alfred Consols	48	3 13 6
ditto	54	4 1 6	ditto	48	3 13 6
ditto	46	7 17 6	ditto	10	10 18 0
ditto	28	1 19 0	Trefoil	70	4 4 6
Alfred Consols	84	7 6 6	ditto	35	4 2 6
ditto	45	6 5 6	Wheal Anna	54	7 7 6
ditto	35	1 9 0	ditto	31	3 13 6
Nanspucker	88	7 7 0	Carnack-Dewes	50	1 13 6
ditto	65	7 17 6	ditto	35	8 13 6
ditto	40	7 11 6	Wheal Unity Consols	75	5 6 6
North Basset	18	1 9 6	Rosewarne	43	6 6 6
ditto	54	4 5 0	ditto	43	6 6 6
ditto	54	4 5 0	Rosewarne Consols	24	2 13 6
ditto	47	5 1 6	ditto	22	5 6 6
ditto	38	3 3 6	ditto	18	0 14 6
ditto	34	3 12 0	South Crenver	31	5 8 6
ditto	21	5 16 0	ditto	22	1 13 6
ditto	19	5 18 6	West Fowey Consols	52	7 14 6
ditto	16	14 1 8	Clijah and Wentworth	22	3 4 6
Far Consols	85	9 9 0	ditto	19	5 16 6
ditto	76	8 1 0	Wheal Agar	40	7 10 6
ditto	71	12 16 0	Pembrey Crofts	31	43 6 0
ditto	54	11 6 0	ditto	47	43 6 0
Great Wheal	67	5 5 6	St. Aubyn and Gyrills	33	9 4 6
ditto	60	4 16 0	ditto	34	4 14 6
ditto	46	4 13 6	Boiling Well	34	4 14 6
ditto	41	3 18 6	Duke of Cornwall	30	3 1 6
ditto	23	2 1 0	North Wheal Unity	9	4 1 6
ditto	14	14 3 6	Halamaning	8	3 1 6
Levant	86	3 6 6	Treweck's Ore	1	31 6 0

THE PROGRESS OF MINING IN 1857, BEING THE FOURTEENTH ANNUAL REVIEW.

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Containing the President's Inaugural Address; on the Manufacture of Tin-Plates, by Mr. E. Rogers; on the Manufacture of Tin-Plates, by Mr. Parry. London: *Mining Journal* office, 26, Fleet-street; and may be had of all booksellers.

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Notices to Correspondents.

* Much inconvenience having arisen, in consequence of several of the Numbers during the past year being out of print, we recommend that the *Journal* should be regularly filed on receipt: it then forms an accumulating useful work of reference.

ANTIMONY.—J. C. (Barton-on-Trent).—There is a moderate sale both for antimony and antimony ore, but there is no regular market. London and Birmingham are the best places to sell. The sulphide (often called crude antimony) is the ore usually smelted. It occurs in masses, consisting of needles closely aggregated, of a metallic lustre and lead-grey colour. The needles are brittle, melt in the flame of a candle, and exhale a sulphurous smell. This ore consists of nearly 75 metal and rather more than 25 sulphur. Red antimony, oxide of antimony, and antimony-ochre also occur, but are not usually smelted. Red antimony contains 76½ per cent. of the metal, 4½ per cent. of oxygen, and 19 per cent. of sulphur; oxide of antimony contains about 84½ per cent. of the metal and 15½ per cent. of oxygen; and antimony-ochre about 76 per cent. of the metal, 18½ per cent. of oxygen, and 5½ per cent. of water.

DEVONSHIRE "SHINY ORE."—F. T. (Exeter).—This substance appears to be a poor micaceous iron ore, which would be comparatively unsaleable and would realise a very low price. It is principally used for adulteration. Graphite is described by Dr. Ure as a mineral substance of a lead or iron-grey color, a metallic lustre, soft to the touch, and staining the fingers with a lead-grey hue. It is easily scratched or cut with a steel edge, and displays the metallic lustre in its interior; burns with great difficulty in the outward flame of the blow-pipe. It consists of carbon in a peculiar state of aggregation, with an extremely minute and apparently accidental impregnation of iron. The most precious plumbeo deposit, both in reference to extent and quality for making pencils, exists at Bore-dale, in Cumberland. It has also been found among the coal strata near Cunnock, in Ayrshire. Micaceous iron ore is not at all uncommon, it occurs in Cornwall, Devon, Gloucestershire, Lancashire, and Cumberland, and in many parts of Scotland and Ireland. A company was formed in London and called the "Devon Bore-dale Plumbeo Company," for the purpose of working the Henock shiny ore, but as there was no real plumbeo to be found the imitation substance could not be sold, and the company was consequently abandoned.

DEVON GREAT ELIZABETH.—An Old Cornwall Royalist considers that Mr. A. Harvie, Navy Hotel, Plymouth, should acknowledge that the statements in his letter, in the *Journal* of Dec. 26, have been disproved. Much annoyance was caused at the time by the publication of his misgivings, and it is only fair that he should now state that they were unfounded.

WHEAL ZION.—The report of the agent at last tells us that the mine is unproductive, and it is now desirable to wind-up. The *Mining Journal* report of last Saturday states two adults are only to be continued, this being almost a total abandonment; while the Chairman (Mr. Hodgson) is of opinion that under a new set of adventurers it will be successfully carried on. How are we to reconcile these opposite opinions. Even to the last in Wheal Zion there must be a difference. If others can carry it on, why should not we? The glebe land, it was expected, would turn out, I may say, a mine of itself, after all the promises made by the agents. Are these only to result in a loss? I was certainly of opinion that some of our proprietors would not have abandoned the ship until she was irretrievably lost. The die, however, appears to be cast, and the end of all our troubles, disputes, and changes of management, has resulted in a total loss. Surely, it would have been better that Mr. Price's motion for winding-up should have been carried two years since, when the proposition was first mooted.—D. H.

PRECIOUS METAL MAKING.—I, as well as many others interested in gold mining, hail with some degree of satisfaction that Mr. Squire's process at last is to obtain a practical solution—that is, as far as his manipulation is concerned. With but very few exceptions, I believe that the property (where it existed) of nearly all the gold mining companies is either lapsed, mortgaged, or forfeited. How, out of anything so heterogeneous, anything homogeneous can be formed, I am at a loss to discover. I by no means wish in any way to impugn Mr. Squire's discovery, or set my opinion against those of his numerous friends who have confidence in him. I trust he will neither deceive them nor delude himself, but when I call to mind the numerous adventures that have been formed for gold making, I can only recollect one that has really paid; I allude to the process of Mr. Hiram Berdan, and of this there are invidious people who infer the gold produced was not owing to his machinery, but simply to the fact that it was salted. I cannot forget the flaming article which appeared in the *Times*, not a short 12 months since, on Mr. Harvie's wonderful rotating magnets, at Frodham, which it appears, owing to certain circumstances, no longer revolve, and I often ask myself where it will end? Let Mr. Squire have a fair chance, and as soon as he obtains a practical result he will receive quite enough to crush. Let him be careful, however, to ascertain that all he treats is really auriferous; the majority of that belonging to the gold companies was otherwise. At the trial, Harvey v. Irons, it was elicited that on the formation of the Lake Pathurst Company, a person in New South Wales said, "Let me take my hat full of dirt to England, with a little gold, and I will make my fortune." How this was accomplished the deluded shareholders are now painfully aware of.—CAUTION.

WINDING-UP RAILWAYS.—You were kind enough to explain a few weeks since a difficulty which I found in reading the Winding-up Acts. Would you further oblige by informing me how an incorporated railway is wound-up? Does the Railway Abandonment Act of 1846 apply?—J. Lane, Weymouth.

[The winding-up of railways is governed by the following statutes:—7 and 8 Vic., c. 111; 9 and 10 Vic., c. 23; 11 and 12 Vic., c. 45; and 12 and 13 Vic., c. 108. But the above Acts of Parliament, although they embraced unincorporated railway companies, did not originally apply to railway companies incorporated by Act of Parliament, they being expressly excepted from their operation. This defect was not remedied until the passing of the Abandonment of Railways Act, 1850 (13 and 14 Vic., c. 83), which is now in force. By this Act the Board of Trade may, in certain cases, by warrant, authorise the abandonment of a railway. If the circumstances of a railway are peculiar, and require powers not within the above Acts, an Act of Parliament should be obtained specially, authorising the dissolution, and settling the terms of it.]

COPPER ORE ASSAYS.—A correspondent wishes to know the name of an assayer of copper and other metals, whose authority no one would dispute. Both in London and elsewhere there are several gentlemen of undoubted acquirements in their profession; it would, therefore, be invidious to name any particular individual. Discrepancies often occur in assays, and the difference between the wet and the dry process is frequently very considerable. Some gentlemen are in greater repute than others, and consequently their names carry with them a certain weight, while in particular local districts the parties who are established there have great renown, and consequently command much influence. The difference of ½ per cent. between two assays in rich ore is not of much consequence; it is, however, a great object of consideration when the minerals treated are of low percentage. To arrive at the value of a pile of ore of any kind, it is not only necessary that it should be correctly assayed, but likewise fairly sampled, and from this not being properly carried out many great differences arise, as all know, in instances where samples have been pilled, or otherwise.

GREAT WHEAL RUSS, AND THE COST-BOOK SYSTEM.—I noticed the very just remarks under this heading in your valuable *Journal* of May 1, signed "A Friend." I hope they will meet with the attention due to them, and that they will have their proper weight with all speculators; for there is no doubt on my mind that Mr. Ennor and "A Friend," whoever the latter may be, are perfectly right in what they say, and, although I am not a shareholder in Great Wheal Russ, I hear by some of our best mining authorities that there can be no doubt that it is one of the safest speculations in Cornwall; and if Ennor and "A Friend" are perfectly right, as they are, it is my firm belief that, even with the present price of tin and copper, under management we shall not only see Great Wheal Russ amongst the first dividend-paying mines, but many others soon brought to pay well that are now making calls.—A WELL-WISHER.

"F. W. S." (Arundel).—The suggestion will be attended to.

ANGLO-CALIFORNIA GOLD MINING COMPANY.—At our last meeting, in July, we were formally told that Sir Henry Huntley had been dismissed the service of the company, and as this was a meeting for the purpose of dissolving the company, I see no reason for doubting the statement of the directors. Surely, however, the valourous slave capturing knight has let his mantle fall on the shoulders of the liquidators; not only do they refuse any information as to their proceedings, but they do not even afford us the excuses which our factious superintendent was wont every mail to amuse us with, until these, owing to Mr. James Dugan, of Kerry, having the property, were no longer available. At least, if we had been in Chancery we should have received some information in the course of ten months.—LEX. Leeds.

COLLIERY OPERATIONS—BORING.—Referring to the article in last week's *Journal*, perhaps Mr. Kind will favour us with the cost of boring a hole in the coal measures, 12 in. diameter and 1000 ft. deep?—M.E.

ADELAIDE LAND AND GOLD COMPANY.—After the sensible remarks of your Paris correspondent, in last week's *Journal*, I should think the liquidators would see the propriety of "rendering an account of their stewardship." I know the solicitor and his coadjutors, and have said to myself, "I will endeavour to compel the liquidators to do so; after all, they are open to the common suspicion of men employed to discharge a trust which they may exercise for their own advantage. Act wisely, gentlemen, and impart some of the knowledge you obtain for the guidance of others as much interested in the concern as yourselves, and who have a right to participate in the profits that may arise from any contingency."—N. City, May 13.

PATENT LAW AMENDMENT.—I perceive, by perusing Wednesday's debate, that the bill for this purpose has been thrown out of the House of Commons; and here I must make a remark upon your correspondents, the patent agents. I perceive that, through the columns of the *Mining Journal*, they are severely and individually willing always to inculcate any dictum they may propound, but whenever their opinion is required they appear to ignore the question which has been asked, and maintain a dignified silence. In fact it appears to be their maxim that, when a doubtful point is mooted, the solution should be arrived at in their chambers, by the payment of a fee, and not through the medium of a public journal, this being, however, considered an admirable vehicle for expressing opinions which they believe are as immutable as the laws of the Medes and Persians were in their day.—INVENTOR.

NEW TRELEIGH MINE.—In the report of this mine, inserted in the last *Journal*, instead of "Should this lode be found to improve to the 60, which we shall reach in about eight months from this time," it should be *two* months.

ALLEN MINING ASSOCIATION.—Some time since you announced authoritatively that the annual meeting of this company, which should have been held in November last, was to take place either the latter end of April or the beginning of May; half of the latter month has now expired, yet no announcement appears, and with the exception of the mining reports, which are now of the most meagre description, we are perfectly in the dark as to the state of our property, or the benefits we are presumed to have derived from our annual meeting, or the progress of our Association. Possibly it is the intention of the directors, as there are now two companies in one, that the meetings should be biennial.—W. C. Camden Town.

WESTERN AFRICAN MALACHITE COMPANY.—In your *Journal* of May 1 you refer to this company, but the statement is not altogether clear to me, since you first refer to a lease and then to a concession. I would like to know which company will have. I understand a concession to be a grant to work the minerals for ever—at least that is what a concession is in our country, and that is the only condition upon which I would work minerals at all. I wonder that the short-lease system works so well in England, but if this new African company has only obtained its property for a limited term of years, its position would be many times worse than any English company. Perpetual leases are best both for proprietors and lessees, and no doubt that system will ultimately be introduced into England. As to the Western African Malachite Company, I think it seems curious that the vendors should be so extremely ready to part with their shares; as, if the property was anything like what they represent, I would ask—why do they sell their shares at so small a premium? Surely Messrs. Taylor will give some information as to the peculiar advantages possessed.—WESTHALLIAN.

IRON IN WILTSHIRE.—In March, 1857, an account appeared in several papers, amongst others the *Mining Journal*, that a large quantity of ironstone had been discovered at Seend, near Melksham, in Wiltshire. Furnaces were about to be erected, and it was anticipated that a large get of iron was to be obtained in that district. Can any of your correspondents afford any information as to whether at present these works are being carried on, or are definitely abandoned?—FERRI CARBOR.

WHEAL EDWARD (CALISTOCK).—The paragraph on this mine, which appeared in your *Journal* of April 10, signed "Looker-on," being attributed to me, caused, no doubt, Capt. East to reply with a challenge to me to prove mismanagement. As I am not the author of the said paragraph, or know from whom it emanated, neither inclined to quarrel without cause, but more willing that every horse should wear its right saddle, and also wishing to convince my neighbours, I will thank you to make the assertion in your next publication. In reference to the said mine, I refer the parties who appear grieved in this matter to past reports of mine, both public and private, and if there is any portion of such reports which they can contradict or confute, I am open to any enquiry from them, but must decline the "hot-water bath" until needed.—JOSEPH HOBBS, Gunnis Lake, Tavistock.—[The "Notice" respecting this mine, signed "A Looker-on," was not received from Capt. Joseph Hobbs.]

"T. J." (California).—On enquiry at the office of the news agent referred to by our correspondent, we were informed that the *Mining Journal* is regularly posted the day of publication to the address, New Almaden, California, and enquiry should be made at the Post-office there.

ROSIE AND CANADA LEAD COMPANY (Limited).—The present direction of this company has just issued a new prospectus, in which it is stated that the company in 1856, had certainly appeared to require explanation. The one just issued is to induce the public to take up a certain number (not stated) of unallotted shares. Will the company explain these points?—In the prospectus of 1856, "The company is organised for working three very extensive lead mines, at Rosie, on the south side of the River St. Lawrence, and at Bedford, north of Kingston, in Upper Canada, which, with steam engines, &c., have been purchased through Messrs. Barling Brothers, London. Two of the mines are held for a term of 20 years, at a royalty of 1-15th, while at the mines at Bedford, in Canada, a privilege to purchase at 5s. per acre is held for twelve months, the extent of the property being 2000 acres. The fillers have consented to receive, in the event of the company's capital is for general purposes, but it is believed that in consequence of the advanced state of the mines not more than one-half of this sum will be expended to realise a handsome dividend upon the capital of the company." In the prospectus just issued, "The mines of this company are two (not three) in number," &c. (No mention is made of the Bedford Mine, in Canada.) "The amount paid for the mines, for transfer of the stock of the company, &c., together with some lead and ore then on the mines, was 40,000, in paid-up shares." No mention is made of "The exception of 5000,"; therefore, only 35,000 could remain to work the mine, instead of 25,000, as stated in the prospectus of 1856. Why this change in the purchase arrangement? Why has the valuable privilege to purchase the Bedford Mine been thrown out of the new prospectus?—C.

COMPANY OF COPPER MINERS IN ENGLAND.—From a circular which has been issued by Mr. Gilbertson, the managing assistant, it would appear that the appeal made by him, in order to assist the Church and School Fund, so early as 1853, has not met with a sufficient response from the proprietors, and that there yet remains 1993s. 3s. 7d. to be collected. The report of Mr. Stammers, employed to inspect the schools by the Dean of the diocese, states "That the teaching of the Oakwood Schools reflects the highest credit upon the teachers in every respect; the attainments of the children in religious knowledge are very superior." He likewise favourably reports on the Bryn School, as well as that at Cwm Avon, and that in all the schools the catechism is taught to all children whose parents make no objection. The total number on the books at Cwm Avon was 1019, and the daily attendance 738. Last year the Rev. H. W. Bellairs, and Mr. J. Bowstead, Her Majesty's Inspectors of Schools, examined a large number of candidates at Swansea, sent from the schools of the mining districts, and 15 of the children belonging to the company's schools competed for the prizes. The result was as follows:—Six obtained a second class, and nine a third class, in secular knowledge; and eight out of the fifteen also obtained what was termed a double-first in scripture. In addition to this, Mr. Gilbertson further states that both the Baptist and Calvinistic denominations of dissenters have built large and commodious chapels on the company's property since they resumed the work; these have large Sunday schools in addition to those in connection with the Church of England; and besides the schools already mentioned there are two adult evening schools, one for males, the other for females, as well as a drawing class for young mechanics in the employment of the company. There can be no question but that it is incumbent upon us to provide for the spiritual welfare and accommodation of our workpeople. A correspondent has stated that the aisles of the church are unoccupied, and that there is more accommodation for the people than necessary. Never having been on the works, these are questions I will leave Mr. Gilbertson to answer. In the meantime, I must state that I cordially agree in the sentiments of an honourable proprietor at the meeting, that the debt due to the Church and School Fund is a standing reproach to all connected with the property. The stockholders have lost much; the preference shareholders have received their 7½ per cent. regularly since the resumption of the work, and if these gentlemen, who have benefited so much by the labour of the workmen, were to relinquish this praiseworthy object but a small portion of the dividend, it would be a graceful act on their part; this, however, should be done immediately. They must remember the old adage, "Bis dat qui cito dat."—AN OLD PROPRIETOR.

WHEAL EDWARD.—In your last *Journal*, Messrs. Powell and Cooke assert that "the Edward has not fully realised their anticipations," caused in a great measure by the "wonderful slide" coming into the "south lode," of which so much has been said by the writers by them. Indeed, the mine has been too much "cooked," &c. &c. I would have been well for recent adventurers had the merits of the concern been commented on. However, it is too much the fashion with the miners of the day, to hold in certain mines, to use their utmost endeavours, through the medium of really useful and interesting paper, to unduly enhance the merits or value of the mine embarked in; and if profits are not realised due to their expectations, they throw all blame to the agents, "slides," and "standards," in letters to your *Journal*, to the "clients." We have a lasting and valuable mine in Wheal Edward, but less justly better for present and future shareholders.—A SEVERING BUT PATIENT SHAREHOLDER.

ASTURIAN MINING COMPANY.—We were told some time since, by the liquidators, that affairs of this company would be finally arranged during the present month. We have passed over a considerable period, and yet Mr. Kenneth Mackenzie has given no sign that our affairs are in a greater state of progression than heretofore. Probably only a month's delay is now required; we have already accorded ten, surely, the patience of the liquidators must have a limit, and probably, through the medium of columns, they will tell us when this will expire.—T. St. Paul's Churchyard.

PUBLIC MEETINGS.—I trust that you will impress upon secretaries of mining companies the necessity, when they call a meeting, of observing punctuality. I was summoned from Wales to attend a meeting of a company in which I was largely interested, the same office another meeting was being held, which had been delayed, and the sequence was we had to kick our heels in the outer office for over one hour and a half after the time we were summoned for. The meeting lasted longer than was expected, the consequence being that I lost my train, and had other expenses to be paid. I think the company or the secretary are bound to reimburse me in the cost of my general body of shareholders, or the officials, who should have commenced inquiries at the time the meeting was convened.—PORTER: Hereford.

COLLA MINING COMPANY.—I perfectly agree with the expression which was uttered at a general meeting, on Monday last, that since the appointment of Captain Champness as general manager, less information than heretofore was afforded us by Capt. Champness. During the period the latter gentleman was connected with the management we had, at reports monthly of how the property was progressing. Now, since the appointment of Capt. Champness, we must be fain to content ourselves with a report for the general meeting. At the last meeting, on Monday, it was held that the captain should be allowed to communicate with every director individually. Would it not be better if he should be requested every week to report to the committee the progress of what he really doing at the mine, and that this should be made public through the medium of your columns?—G. Rotherhithe.

STEAM ON COMMON ROADS.—"D. A." (Chichester).—The invention referred to has been described in the *Journal*—the inventor's name is Iman. It is very ingenious, the steam enters the boss of the wheel direct from the boiler, and operates a series of discs on the spokes, about midway between the boss and the tyre. We cannot say whether steam is economical or not. As the address is given in the advertisement, "D. A." had better apply to the inventor himself. The model at the Society of the Works very well, but, as it is put in motion by the breath only, it is difficult to compare it with an ordinary steam-engine. In model, the wheel is about 1 ft. in diameter.

IRON.—The continuation of Mr. Sanderson's paper will appear in our next *Journal*.

HOLMBUSH MINE.—In your *Mining Notabilia*, last week, it is stated that the mine is not looking so well, the ends being generally poor. On reference to the mine of N. Secombe, in another column of your *Journal* of the same date, it would appear to be the reverse, and from the report from Capt. Secombe, which arrived at London office this week, it is stated that the lode in the end, both east and west of the cross-cut, south from the 145 west, will yield full 1 ton of ore per day; that the lode is in the 132 ft. level, and get under the ore ground gone down in the level of the 120, from which they expect shortly to be in a position to raise some thousands of tons of silver-lead ore. With such reports, I cannot agree that the mine is looking off, and it would really appear that the remarks sent to you were for an interesting purpose.—AN OLD SHAREHOLDER: City.

Received.—Capt. J. B. Pascoe, on Great Wheal Russ—Capt. M. Francis, and "J. B. D." on East Wharf Russell.

MINING TOURISTS.—One of your preceding *Journals* contains a suggestion which, I am sure, should much like to see carried out—that distant shareholders in mines should embrace the opportunity afforded them by the ensuing summer to visit the different localities in which their property is situated. The money thus spent among the hills and dales of Cornwall and Devon will conduce more to health and comfort than continental trips, and much benefit the railway and commercial interests of the country. They may land at Plymouth, and taking North Wheal Robert and Somerset Tavistock, then the Virtuous Lady, and other mines which nestle amidst the narrow valleys of the Tavy, and dot the shores of the broad Tamar, taking in the Calveit, the triest, next to Tavistock. The Caradons, Phoenix, and the lead mines of Liskeard, next will attract their attention. Now fairly "advanced into the bowels of the land," they may push on throughout the county to Land's End, surveying in turn the remote districts intervening, and enjoying a trip through a varied scenery, which embraces fertile lands, sheltered cultivated valleys, neat market towns, and thriving villages, inhabited by a race of industrious and intelligent people, among whom hospitality to strangers is a striking feature. Having finished their tour west, they may return to Plymouth by steamer, and crossing Dartmoor, pay a visit to the fastidious district, containing Wheal Emma, Ashburton United, Queen of Dart, &c. I can speak for myself and the bulk of my calling, that we should be proud and happy to meet them, and can perhaps afford them as much information about mines as mining in an hour's personal interview as can be gleaned from perusing the publications of certain book-men, whose prophecies and suggestions sometimes afford considerable amusement to.—AN OLD-FASHIONED PURSUE.

* With last week's *MINING JOURNAL* we published a SUPPLEMENTARY SHEET, which contains—Iron: its Commerce and Application to Steam Manufactures, by Charles Sanderson, Esq.; Institution of Mechanical Engineers; Manufacture of Tin-Plates; Government School of Mines; Colliery Operations—"Boring;" Iron Manufactures in England; Australia; Cornish Mine Photographs—XXIX; The Duke's Tomb; Foreign Vineyard Association; Asia Minor Central Railway, &c.

THE MINING JOURNAL Railway and Commercial Gazette.

LONDON, MAY 15, 1858.

Science teaches us that no Force can be produced without change in the Material world. We do not purpose here to follow this subject, and make of the beautiful and highly philosophic researches of the illustrious FARADAY, on the "Indestructibility of Force;" we must confine ourselves to much narrower and more practical views of the subject.

The force which moves the gigantic steam-engine, the swift locomotive, the tiny needle of the electric telegraph, the sturdy arm of the labourer, the delicate finger of the engraver, and the pen of the writer, is alike eliminated by one process in Nature we term "chemical decomposition;" the coal for the steam-engine, and the bread for man, may be truly named the food by which their force is produced.

If, as some political economists assert, we employ in Great Britain power and machinery to perform work equivalent to 80,000,000 of men, and our superiority and national existence depend upon the maintenance of this working power, how serious a subject is the continued and economic supply of coal, which is now its source. We resume the subject in a practical form, and confine ourselves to the coal used for steam purposes, and not especially for marine engines. The varieties of coal adapted for this use may be classed as—anthracite, semi-anthracite, and free burning; these differ from each other respectively in chemical composition and mechanical structure, and so far as we at present know, no one form of grate is adapted to consume them all, in an equally efficient manner.

The reports of Sir H. DE LA BECHE and Dr. LYON PLAYFAIR on this subject have been much underrated, and we think in some cases, dealt with unfairly. On comparing these reports with those of the United States Government, and others on the like subject, we are compelled to admit their great ability and general thoroughness. The complaint in the reports of Messrs. ARMSTRONG, LONGBRIDGE, and RICHARDSON, as to the partial character of the experiments at the Museum of Practical Geology, we cannot consider as strictly correct; we forbear at present any further criticism on these latter, but advise our readers who are interested to read both series for themselves. To every thoughtful mind it will be plain that in the former reports every detail is given as to the exact manner and condition under which the experiments were performed; and there is no attempt at "special pleading" in favour of any particular coal.

The scientific part of these reports no one seems to have attempted to contradict: it may have been imprudent in Messrs. DE LA BECHE and PLAYFAIR to have followed the subject further than the mere scientific investigations; but by the instructions they received (see pages 1 and 2, Report I.), they were directed to try to ascertain the *then practical value* of the steam coals of Great Britain: to ascertain this *practical value* they could only take for experiment the character of boiler and grate which was then in actual use in the steam navy; and this, as we shall afterwards prove, they did.

These gentlemen were not directed to speculate what might be done in future by the use of improved boilers and fire-grates, but what could be done then by the steam navy. The correctness of the scientific part of their reports proves fully they well understood the subject they dealt with.

We select some varieties of the best steam-coals, analysed in these investigations, belonging respectively to different districts in this country,

and to show how nearly they approach each other in theoretical and true value, we give the following tabular statement. As the values of all are shown in the Government reports, we take the analyses as we find them in these reports, and reduce them by Dulong's formula.

Description.	Character of Coal.	Number of lbs. of water by the carbon of 1 lb. of the coal.	Number of lbs. of water convertible into steam by the hydrogen of 1 lb. of the coal.	Total number of lbs. of water convertible into steam by 1 lb. of coal.
South Wales:—				
Anthracite, Jones, Aubrey, and Co.	Anthracite	12-563	2-030	14-593
Anthracite, Powell	Semi-anthracite	12-126	2-966	15-092
Free burning	Free burning	12-335	3-300	15-635
North Wales:—				
Colliery	ditto	10-145	2-658	12-803
Colliery	ditto	10-432	2-922	13-354
Colliery	ditto	10-734	2-939	13-673
Colliery	ditto	11-926	2-788	14-714
Colliery	ditto	11-757	3-079	14-836
Colliery	ditto	11-225	3-638	14-863
Colliery	ditto	11-362	3-195	14-557
Colliery	ditto	11-098	3-422	14-520
Colliery	ditto	11-350	3-189	14-539
Colliery	ditto	11-178	3-541	14-719
Colliery	ditto	10-933	2-884	13-817
Colliery	ditto	10-970	2-722	13-692

The boiler they selected for the practical trials was a fair type of the form then most in use in the Navy. Since that time the multitubular boiler has become the general form; and as the semi-anthracite coals seem to be most easily dealt with under this, they have, during the last few years, come largely into use; but we cannot doubt the fact that some improved boiler or grate may soon again displace these latter variety of coals from the high position they now hold. Whether the late experiments, as reported by Messrs. ARMSTRONG and others, show how this can be done, we do not at present decide: the steam companies of Great Britain are the jury empowered to try this case, and will, no doubt, in the end give a just verdict. We will briefly review some of the practical points of difference in the steam-coals of this country. The only districts where coals are produced to any extent for marine purposes are Scotland, the North of England, Lancashire, North Wales, and South Wales. The principal difference in the practical value of all these coals arises from their physical structure. The Scotch coals are free burning, and like all this variety, give off smoke, if air be not properly admitted in the fire-grate; they burn rapidly, and unless great care is used in the stoking, are very wasteful under short tubular boilers; they work well for short voyages, where tonnage room is not of much value. The North of England coals are free burning, bear exposure to the weather, break readily in pieces of a size fit for firing, and do not give much small or dust, and are entitled to much of the merit claimed for them in the report of Messrs. ARMSTRONG and others to which we have referred. The Lancashire and North Wales coals are free burning, and in the trade are classed nearly as the Scotch coals. The South Wales field contains all the varieties of steam-coals. Commencing at the western end, in the neighbourhood of Milford Haven, we find anthracite, and this extends eastward to the Vale of Neath. We now come to a semi-anthracite coal, and follow this to the Rhymney Valley, where it becomes free burning, and then on to Blaenavon, where it becomes almost too bituminous for steam purposes.

Much has been said of the superior value of anthracite coal—its purity, freedom from smoke, and the large amount of carbon it contains, and all these good qualities we must admit; but in practice the public have so far not been able to obtain the advantage of them. The compact mechanical structure of the coal prevents its rapid combustion under the boiler, and the intense local heat it gives off is, without great care, apt to melt the fire-bars; and some special form of grate, and very careful firing, being required in its use, it has not yet been largely consumed. The semi-anthracite coal was introduced a few years since, just at the time when multitubular boilers were coming into use for marine engines; and as it possessed some qualities which met the exact requirements of the time, it has been very largely used, and obtained a high reputation. This class of coal gives very little smoke in burning, does not require much skill in stoking, and produces a hot flame, well adapted for short boiler flues or tubes; its disadvantages are, however, serious. It is said to crumble, or deprecitate, by the action of the weather, and the small will not burn in the grate; much of it contains large quantities of pyrites, which not only reduces its available heating power, but rapidly destroys the boilers and fire-bars; still it is a favourite, and no doubt a valuable steam-coal. The free burning coal of South Wales was the earliest used for steam navigation. A series of experiments were first made at Bristol, on the practical economic value of different varieties of coal for steam navigation, the result of which was to determine the coal to be used in the Great Western steam-ship on her first voyage. The decided superiority of the Welsh free-burning coals, under the shaped boiler they then used, was unexpected; and its economy in raising steam completely satisfied the projectors as to the successful result of their enterprise.

Many of us well remember the national joy upon the return of the Great Western from New York, and, as was then aptly remarked, "having carried a steam-bridge over the Atlantic." The coal used in this ship was from the Tredegar Valley. Ocean steamers were soon multiplied; the West Indian Royal Mail Company, CUNARD'S Line; the Peninsular and Oriental Steam Company, and others, were large consumers of steam-coal, and thus this important trade was gradually developed. For a time the coal of South Wales was the only variety believed to be suitable for ocean steam navigation, and that district obtained a monopoly of the trade.

The scientific and mechanical engineers have already taken up this subject, and show us plainly that they are able, to some extent, to follow out the facts eliminated by the men of chemical science, and other coals can be advantageously used. At the same time, we must not conceal the fact that, theoretically, the free-burning coals of South Wales stand first on the list; and practically they do so also. The Ebbw Vale works are now sending by rail to Liverpool, over a distance of 150 miles, large quantities of coal to supply the British and American ocean steamers; and experience seems to teach these companies the greatly higher price paid for these coals is true economy, as they are used under their present boilers. Our aim is not to advance the claims of any particular district, or even to judge between the public and the steam-coal proprietors; we try to elucidate the matter by plain and practical remarks, and induce men to work it out. Our columns are always open to discussion on this point, and we do our duty to society in claiming thoughtful attention to this important subject.

The Minister of the Interior of the Austrian Empire has issued a circular, inviting the attendance of scientific persons connected with mining, metallurgy, and mineralogy, to meet in Vienna, there to read papers, and discuss subjects, connected with their various departments, as it would appear nearly under the same phases as that adopted by the British Association. Mr. WASHINGTON SMYTH, on the part of the Government School of Mines, has left to attend this highly important and useful meeting, and we trust that on his return we shall be enabled to offer our readers information of what has transpired at this Mining Congress of Vienna. Unlike its great predecessor of 1815, it will not have to parcel out the map of Europe either into territories or kingdoms, though it may possibly effect some divisional changes in its mineralogical and geological features.

From the lack of information afforded by the Austrian circular, we are unable to state what will be the subject brought under discussion, or whether the experiment of a Congress of mining men will lead to any ulterior and beneficial results. This, we believe, is the first meeting specially convened for this purpose, and although it may not be so productive of advantage as the Minister may anticipate, yet we cannot but think that it is a step in the right direction. The interchange of thought leads to discussion, and information can then be elicited from various parties, which may tend to be a natural benefit to all.

Should this meeting be productive of the dissemination of mining knowledge from the one district to the other, there can be no question but that it will be a great benefit. There are often those who are capable in one district, find themselves sadly at fault in others, and the practice acquired in one locality is oftentimes comparatively worthless in another. A comparing of notes, at stated periods, will do much to obviate this; and many of the mistakes that are now made will be avoided, and much reckless ex-

penditure spared. It would be futile, at this present time, to state what good might result from a comparison of the different systems of working in our own coal districts, as well as the methods pursued where metallic mines are worked: the present Congress at Vienna, it would seem, is an experiment, and, as all such things are, will probably be capable of many modifications and great improvement. As the largest mineral-producing country in the world, we cannot but regret that the first meeting of this kind was not held in the metropolis of the globe. As far as regards mining, despite our practical experience, until within the last few years it has not been cultivated by Englishmen so scientifically as it merits deserve.

A better and more intelligent era is now dawning; and in the course of a few years, as the light of knowledge is diffused, in addition to the practical acquirements which the English miner is known to possess, he will have obtained that scientific acquaintance with the objects he comes in contact with, so that he will be able to compete with any foreigner.

A Congress of this kind in Cornwall or elsewhere would upset the pretensions of the numberless pseudo-scientific pretenders who are wandering through the country, foisting, for their own purposes, delusive schemes upon the public, and rendering the name of mining a disgrace and reproach: when science and practice are combined, the vocation of these knaves will be at an end. Geology and mineralogy, the two sciences most associated with mining, although in the present century they have greatly progressed, are still involved in much obscurity; there is a vast field yet open for enquiry, and the student who follows this will be enabled, in the words of SHAKESPEARE, to read "sermons from stones."

The depression which the shares of the ROYAL SWEDISH RAILWAY COMPANY has sustained since the late crisis, seems to be disproportioned to a just estimate of its actual condition. That condition has visibly improved within the last two years; all the liabilities have been cleared off, and the directors have a balance in hand. They will require, however, about 8000*l.* more to complete the entire section of 45 miles. It appears most advisable, for the interest of all the shareholders, that no further outlay, beyond completing the 45 miles, should be incurred under present circumstances. The proprietors may thus take a clear view of the real position in which they stand.

The present line is 45 miles long. It connects two of the great lakes, around which there is a considerable mineral traffic, both in copper and iron. Oribro and Arboga, stations on the line, are long-established depôts for these minerals. It is to be borne in mind that the lake transit must always be an essential feature in connection with the railway system in Sweden, just as it is in Canada.

Now, even in case the traffic over the 45 miles should not do more than pay working expenses for the present, the prospect of a sale to the Swedish Government will always be improving, in proportion as the Government lines extend into the district occupied by the Royal Swedish Railway. The Diet, naturally, would then prefer to have the whole railway system in their own hands. The ultimate sale of the line to the Swedish Government should, therefore, be always kept in view; but the time to press such sale will be when the Government lines are brought into contact with the Royal Swedish. The line has been cheaply constructed, but the company has suffered severely from Mr. SÄLLER'S over-issue of shares, amounting nominally to one-third of the capital. The directors have redeemed a large portion of the liabilities created by him, and the total expenditure (including that loss) may be estimated as follows:—

Received on original shares	£415,000
Debt obligations	128,000
Debt preference shares	160,000 = £703,000

Thus the nominal expenditure has been at the rate of 16,000*l.* per mile, but the actual expenditure probably not more than 10,000*l.* per mile. The Aberdeen, however, has cost 25,000*l.* per mile, and the Belgian Eastern Junction 16,000*l.* per mile.

It is not likely that the Swedish Government could construct the present line, with plant and working stock, for less than 10,000*l.* per mile: 450,000*l.* may, therefore, be taken to represent the assets of the company. How, then, does it arise that the 7 per cent. preference shares of 4*l.* have fallen to 1*l.*, the obligations of 4*l.* to 2*l.*, and the original shares of 5*l.* to less than 1*l.*? If the value of the Royal Swedish were to be estimated by its present market price, it would stand thus—

83,900 shares of 5 <i>l.</i> , at 1/2	£41,950
32,000 obligations of 4 <i>l.</i> , at 2/3	76,000
40,000 preference shares, at 1/4	50,000 = £167,950

Thus 45 miles of line with plant and rolling stock, with trains running over the greater part of the line, is pronounced by the dealers to be worth only 37000*l.* per mile. This may arise from the indifference of the present board, which is composed of men whose easy circumstances and various pursuits make it a question of indifference to them whether the Royal Swedish pays or not; or it may arise from undue prejudice and want of confidence on the part of capitalists.

The directors have never published a general balance sheet, but the leading facts have become familiar. Let an authentic statement of accounts from the commencement be published; such publicity cannot fail to assist the fortunes of the company, and cannot prejudice any future sale to the Swedish Government.

From May 1, 1856, to Dec. 31, 1857, the receipts of the line amounted to 31,388*l.* six-dollars, or about 7000*l.* These receipts are probably on the increase. When the Royal Swedish was first proposed, the importance of a traffic to the Baltic and Russia, across Sweden, and through the medium of the ports of Gothenburg and Stockholm, was pointed out, which traffic the Royal Swedish was to be the means of effecting.

The attention of the House of Commons was called on Tuesday evening to the unsatisfactory state of the law relating to mining operations in the Duchy of Lancaster, by Mr. RICARDO presenting petitions from the copyholders and inhabitants, and from the mayor and corporation of the borough of Hanley, in the Staffordshire Potteries, complaining of the peril to their lives and property to which they were subjected by the mining operations, and moving that a select committee be appointed to enquire into the allegations of the petitioners, and to report whether any and what remedy could be afforded to them should the grievance of which they complain be proved to exist. His complaint was, that the Duchy of Lancaster were perilling the lives and destroying the property of HER MAJESTY'S subjects, bringing the working classes to a state of poverty, carrying on their operations in such a manner as to threaten the total annihilation and devastation of the town of Hanley, with a population of 30,000 persons, 7000 houses, churches, and all the other accompaniments of a thriving manufacturing town.

Although we ever advocate the extension of privileges to miners, well knowing how much the country's prosperity depends upon the development of her mineral riches, we cannot admit the justice of damaging surface property to an alarming extent without compensation to the surface owner being made compulsory. The town of Hanley was founded about 100 years ago, by Mr. WEDGWOOD, for the purpose of carrying on the manufacture of earthenware, which has now become one of the staple manufactures of the country; for the success of this manufacture an abundance of coal, and an ample supply of tile clay, is requisite; and the town was built with the knowledge that the coal would be taken from beneath it, and that the clay would be taken from the surrounding neighbourhood. In 1838 it was discovered that the ironstone was of great value, and the Duchy of Lancaster immediately commenced operations. The ironstone constituted the prop of the surface, and as the operations proceeded the surface began to give way, and great alarm was consequently created. An undertaking was given by the Duchy that no extension of lease should be made without a previous communication with the inhabitants of the town, so as to give them the opportunity of redeeming the surface; that undertaking has not been kept, but the lease has been surreptitiously, mysteriously, and unfairly continued, and from that moment had commenced the destruction of which the inhabitants complained. Shafts were sunk in all directions, galleries were carried round the town, and any one looking at the surface would almost imagine that an earthquake had taken place. Frequent complaint has been made to the Duchy by manufacturers, but the almost invariable reply is—"Sir: I have received your letter complaining of your manufactory being utterly destroyed by the mining operations of the Duchy of Lancaster, and I have communicated your complaint to the lessee." A poor consolation to those who have received the injury, it must be allowed.

Such is the case for the plaintiffs; but unfortunately for them there are two sides to the question, and the defendants, the miners, have, from what we can understand of the question, the greatest title to a verdict. We do not intend to argue the justice of continuing the separate administration of the property of the Duchy of Lancaster, and would even contend that it

were better to tolerate the government of India by a joint-stock company than to continue that administration; but "let right be done" and both the mining and manufacturing communities will be benefited. Mr. BAINES (the former Chancellor of the Duchy) did not in the least object to any inquiry as to what had occurred during his period of office; but the question was whether the remedy was by select committee or by an application to the courts of law. We should decidedly say the latter. What are the circumstances connected with these districts? The manor of Newcastle-under-Lyme has belonged to the Duchy of Lancaster ever since the origin of the Duchy, the records of which afford the clearest proof that mines of ironstone had been worked as far back as the reign of RICHARD II.—five centuries ago. The complainants are copyholders of Newcastle-under-Lyme, and a person taking a copyhold takes it subject to the custom of the manor in which it is situated. It has been found by the verdict of a jury that an immemorial custom exists in that manor affecting the copyholders—that where minerals are of greater value than the surface there shall be the right of getting at the minerals without incurring any liability for injury to buildings on the surface; and upon this understanding those who have purchased copyholds on that manor have obtained them for 40 or 50 per cent. less than they would otherwise have done. Moreover, for the last 40 years whenever any person has manifested the intention to build he has been served with a distinct notice by the lessee of the minerals that if heavy buildings were erected they would be liable to disturbance if it should become necessary in the working of the mine.

It is true that in the course of last year fifty or sixty letters were addressed to the office of the Duchy, many of them in the same hand-writing. Those letters were sent to the agent of Earl GRANVILLE, and a report was made by him; and it appears that there is a great deal of exaggeration in the complaints. Nineteen of the cases occurred in places where there were no mines near, and it was shown, with reference to some of these, that the parties had been excavating marl and clay; that they had filled up the cavities with rubbish and built upon it, and the foundations gave way; eleven of the cases occurred twelve or sixteen years ago, and no complaint was made at the time, in two instances thirty years ago, and in one case the party was distinctly warned that coal had been excavated. In another case a man had written both to the Duchy and the lessee stating to one that his loss was 100*l.*, and to the other 220*l.* There were in all fifty-seven complaints; but with regard to more than one-half of them the damage has been falsely attributed to mining operations. Lord GRANVILLE expresses his readiness to give every facility for trying the matter at law, and the House very properly decided to leave this strictly legal question to be settled in the ordinary way.

We have before had to allude to bankrupts attributing their ruin to mining adventure, and think we have fairly proved that they have no just ground for so doing; and with respect to the complaint of the Hanley potters, we have no doubt but that mining operations will be found to be equally guiltless.

METHOD OF DISCOVERING AND DESTROYING HYDROGEN, CARBURETTED HYDROGEN, AND OTHER GASES IN COAL MINES.—An apparatus for this purpose has been invented by Mr. Addison, of Bombay (2727). He places

a cord or wire, extending from one end of each working in a mine to the other end, and fastened to the roof of the working by hooks at each extremity, so as to be removable at pleasure. To this cord or wire are attached by silk threads some small balloons a few inches in diameter, and inflated with hydrogen or other light gas. The threads are to be of a length sufficient to admit of the balloons either ascending to the roof or descending to the floor of the working. If the mine is clear of hydrogen or carburetted hydrogen gases the balloons will rise and keep in contact with the roof of the working; but when the hydrogen or carburetted hydrogen is present to any considerable extent they will descend till they come in contact with a purer atmosphere, and thus indicate not only the presence of noxious gases but also their depth, and the degree of danger to be apprehended. The above apparatus may be dispensed with, and the presence of those noxious gases ascertained, by simply launching a balloon from the hand without any attachment as above. For the purpose of detecting these gases in ships a vent is made in one of the hatches, eight inches in diameter, and with a groove round it for fixing a tin case furnished with two panes of glass fixed opposite each other, for the purpose of observing a balloon placed in the tin case, and inflated as above described. This vent will be closed with a plug, and a hole five feet deep and four feet square should be left below the hatches, for the purpose of allowing the gases to escape more rapidly, and this should not be filled up until a few hours before the ship sails. The height of the tin case should be about 20 inches. To destroy these gases, when their presence has been discovered, they are burnt or exploded by one or other of the following contrivances:—1. By means of an electric spark, either with or without the aid of gunpowder. If necessary to use gunpowder in addition to the electric spark, in order to ignite the gas, a portable telescope stand, that may be lengthened at pleasure, is placed so that the top is elevated as high as the noxious gases. A little gunpowder is placed on the top of the stand, which is made slightly concave for this purpose. The cord or wire with the balloon is then to be removed, and the ends of the battery now being inserted into the powder, it is fired by the spark, and the gas thus made to burn or explode; or the gas may be fired by means of a rocket, made to sweep from one end of the working to the other. For this purpose the shaft end of the rocket is firmly fixed in a small tube a few inches long, and attached by two rings at each end of it to a wire immediately above it, extending from one end of the working to the other, and capable of being fixed or removed at pleasure. The rings are for the purpose of permitting the tube to which the rocket is attached to glide along the fixed wire, being impelled by the explosive force of the rocket. The battery and men required to work it are to be placed in a chamber ventilated by a tube ascending the side of the shaft, and furnished with an iron door.

PREPARATION OF PEAT, AND OF PRODUCTS FROM IT.—The utilisation of peat is still an unrealised El Dorado, and affords a wide field for exercise of inventive ingenuity. Quite recently several projects have been brought forward, under the protection of the patent law. M. CHIANDI (2693) proposes manufacturing an improved fuel from peat, by immersing or soaking peat in thick tar, obtained by the distillation of peat, keeping the tar liquid meanwhile by heat, and then charring the tarred peat afterwards. He has also devised an improved form of retort for conducting the coking operation. The gas and oils produced by this operation are condensed apart in suitable receivers, and the vessels in which the peat is soaked are connected with a serpentine tube for condensing the oils that may distill off. In the distillation of the peat tar for the purpose of obtaining oils, M. Chiandi employs an arrangement of apparatus, adapted for the application of heat by high pressure steam, by means of which the temperature may be easily regulated, according to the products required, and kept uniform while the separation of moisture is completely effected. The burners used for the combustion of this gas are contrived so as to restrict the supply of air to the flame, and thereby retard combustion, for the purpose of separating the carbon to such an extent as may be requisite for producing solid particles in the flame, and thus increasing the illuminating power of the gas. Machinery for the preparation of peat has also been patented by M. Mennons, for the purpose of separating the incombustible substances mixed with the peat, draining off water, and compressing it.

STEAM-HAMMERS.—The progress made in the iron manufacture, and the continual increase in the size of the work to be executed, renders larger machinery absolutely necessary, and the steam-hammer is certainly one of the most important engines employed in the workshop. The steam-hammer owes its origin to James Watt, who first patented it in 1784, since which time many modifications have been introduced, but most of them failed to prevent the liability to breakage of piston and piston-rod, and abrasion of cylinder, until Mr. John Condie, of the Govan Iron-Works, Glasgow, invented his "moving cylinder hammers," which is extremely simple and compact in its arrangement, and entirely obviates the evils complained of. The distinguishing feature in this invention consists in introducing the steam into the hammer-block, which is a massive movable steam cylinder, made of metal closely approaching in strength malleable iron. The steam and exhaust valves are fitted into the entablature, from which is suspended by a ball-and-socket joint a hollow piston-rod, which serves also as a steam and exhaust pipe alternately, and to which the piston is attached as a fixture. The steam being introduced into the cylinder, or hammer, immediately above the piston, presses against the cylinder cover, and raises the hammer between the guides to the required height. The steam being then cut off, and the exhaust valve opened, the hammer falls, not only with the velocity of gravity, but with the additional impetus produced by the compression of the air under the piston during the latter portion of the hammer's ascent. The self-acting valve gearing is so ar-

rather than the attendant can arrest the motion of the hammer whilst it is falling, or cause it to fall at any moment whilst it is ascending. By this arrangement light or heavy strokes from one inch up to the full power of the hammer can be given, according as the work being executed may require. Mr. Condie has made hammers suitable for various purposes, from light smith work, to forgings of the heaviest description, the largest hammer having a cylinder, or head, weighing 6½ tons, with a fall of 7½ feet. A large number of testimonials, from the various firms who have adopted the machine, have been given to the inventor, and fully prove the excellency of the invention, and that the cost of repairs is extremely small.

THE MINING AND INDUSTRIAL INTERESTS OF CORNWALL.

[FROM OUR CORRESPONDENT IN WEST CORNWALL.]

MAY 13.—The copper standard advanced considerably last week, the rise being such as to indicate that it would soon be followed by an advance in the price of fine copper. The general opinion is that the standard will still further improve. It has fluctuated lately in a most remarkable way, to the injury both of miners and manufacturers, inasmuch as the frequent variations in the price of copper tend to unsettle trade operations. It appears, by reports from the manufacturing districts, that the home trade has slightly improved, and that there has been a still greater movement in the foreign and colonial trade in metals and metallic manufactures. From Australia the advices are much more encouraging, and more orders were received by the last mail from the United States than for some months previously; stocks are low in the United States, and it is likely that the improved state of trade will continue. The continental trade is also better, especially from the North of Europe. On the whole, a much more cheering state of things has commenced, and we may hope to see metals rising to a better price than they have made for some time past.

The recent rise in the price of tin makes 6½ per ton upon black tin of 60 per cent. produce; so that the advance will make a difference to Dolcoath adventurers of about 3000l. per month, and to other tin mines in proportion to their sales. The shares of tin mines are firmer, and an advance may be expected to take place in most of them.

There is rather a better feeling in the share market, caused by the advance of the copper standard. South Frances shares have been firmer, in consequence of the mine looking better; the quoted price is about 220l. Wheal Buller shares are about 295l. South Tolgus is doing well; and Great South Tolgus is opening up a very productive mine. The lode in the 70 end is worth 600l. per fm., and the 80 end is looking very promising, and likely to be rich as it is driven further. East Tolgus has a very promising end in the 84 east, and the 12 east is also looking very encouraging. East Basset shares are firm at about 95l. The shares of Wheal Margery advanced in consequence of the mine having improved; the price is about 117l. At Boiling Well there is a promising lode in the 60 west. Wheal Geenville presents a better appearance, and the prospects of West Grenville are very good. At North Busy the adventurers, after long perseverance, and expending a considerable amount of money, have at last a promising mine, likely, from indications, to further improve, and repay them for their outlay.

At the United Mines, the Hot lode is looking well for an improvement in the 220 level. West Alfred Consols is promising at different points; the lode in the 95 is large, and worthy of vigorous development. At South Seton meeting a call of 12 per share was made; the agents are still sinking the shaft on a promising lode, and when further depth is attained levels will be driven to explore. The lode is very similar to West Seton lode at a shallow level. South Garra Mine is raising a large quantity of lead ore. Wheal Margaret shares are about 55l. Wheal Kitty (Lelant), 93l. and 107l. The advance in the price of tin has taken place just in time for some of the tin mines, which were in very struggling circumstances.

Mr. Michael Williams, M.P. for West Cornwall, has so far recovered from his illness as to be enabled to visit his place of business at Scorrier.

I am given to understand that the Mining School at Truro, having failed to receive the necessary support of the mining interest, is likely soon to be brought to a close. This is a result to be regretted, for although the school has not answered the expectations formed of it by many persons, it was capable of improvement, and might have been a central institution from which district schools would probably in future have sprung up, to provide the mining districts of the county with facilities for obtaining a class of education specially adapted to mining pursuits. The school, however, fails for want of adequate support; it is in want of funds, and in want of pupils, and thus the experiment, which once looked promising, having proved unsuccessful, it is not probable that another will be made for many years to come. In the meantime, the Cornish miners and mine agents will remain very much as they have been; they will be almost wholly indebted for what they know to observation and practice. No reasonable person can doubt that they would be all the better for a possession of scientific knowledge in conjunction with their practical ability. Some of the mine agents of the present day have attained, by self-education, a considerable amount of scientific information; but they would have found the benefit of systematic teaching, in giving them a more minute and accurate acquaintance with science. It would be well if cheap instruction were given in the mining districts in geology, chemistry, metallurgy, and mechanics; the question, however, is—how are the necessary district schools to be established and supported? The school has failed at Truro, but would a similar institution fail at Redruth, which is an active and important mining district? The experiment is worthy of trial, and would be likely to succeed if the two Members for West Cornwall could be induced to give it their support.

The establishment of the Mining School for Cornwall at Truro was evidently a mistake; it was done, professedly, to have the advantage of using the laboratory of the Royal Institution in that town. To establish a school at Redruth sufficient funds must be raised for a laboratory; the education must be made as cheap as possible to regular students; and, at the same time, elementary instruction should be offered to the working miners of the neighbourhood. Much good might be done in this way, but if the attempt be not now made, it is likely to be many years, after the failure of the school at Truro, before a similar, or an improved institution, will be established in any other part of Cornwall.

The Cornwall Railway Bill, for extension of time for making the line from Truro to Falmouth, has passed the House of Commons, but not without the insertion of a clause in committee, restraining the company, after completing the line from Plymouth to Truro, from applying any portion of their surplus capital to any other purpose than the construction of the line to Falmouth.

A great deal has been said and written about the want of harbours of refuge in the stormy Bristol Channel. It is now stated that most probably 200,000l. will be supplied by the Government for that purpose, to be divided between the four ports of Padstow, St. Ives, Clovelly, and Mumbles.

The mackerel fishery is progressing successfully, and the fish are sold in the county at low prices, to the great advantage of the population.

REPORT FROM MONMOUTHSHIRE AND SOUTH WALES.

[FROM OUR CORRESPONDENT IN SOUTH WALES.]

MAY 13.—The circumstances which have resulted in an universal depression of the iron and coal trades for a long period remain in almost undiminished force, and the indications of re-animation are scarcely sufficient to keep hope alive. Occasionally we hear of incidents which promise to lead to an end, now becoming every day more necessary—a general briskness and activity; but, ultimately, it is found that the welcome change only affects isolated works, and even those only partially and temporarily. We have passed through eight or nine months of almost unparalleled difficulty; the pressure of the times has been increased by disastrous strikes and disagreements; and although we have escaped from the latter evil, it has not been without considerable injury and loss. The fact which now operates most disadvantageously is the absence of that foreign demand on which the trade of this district depends in so large a degree. From America no orders of consideration are received, although a straggling and irregular enquiry is still kept up. This change alone cripples our commerce sadly; but when we add to it the diminished support afforded us by the Continent, it must be plain that great losses are being daily sustained throughout the district. It is greatly to the credit of our ironmasters that hitherto they have struggled through without any failures, and we hope that a brighter day will soon dawn upon their affairs.

It is reported that a large firm has received an order to supply 100,000 tons of Welsh coal to a steam shipping company of Hamburg, for use in their vessels. We trust this is correct. We are enabled to state a singular fact, illustrating the old paradox of "sending coals to Newcastle." The Messrs. Powell, of Aberdare, have received orders to send a quantity of coal to Newcastle, for the purpose of supplying a steam-vessel, it is believed for an experiment. The Welsh owners would be very happy to forward any amount required to the same port.

At such a time as the present it is hardly to be expected that purchasers will be found for large and expensive works or pits. Several have lately been offered for sale, privately and by public auction, but with much the same result. Capitalists are afraid at present of entering into heavy speculations, although ultimately a good profit would, in many cases, reward their enterprise. On Saturday the Kidwelly Tin Plate Works were put up at the Mackworth Arms, Swansea, by Mr. Gawn, but the property was bought in at the reserve price. It will probably not be brought forward again until the aspect of affairs is more promising.

The inquest on the bodies of the sufferers in the late colliery explosion at Machen has commenced. Mr. Herbert, the coroner, the clerk, and the jury, being present. In consequence of it being anticipated that another of the injured parties, who had intended witnesses not being sufficiently recovered to give evidence, the enquiry was adjourned until Friday, June 4.

A man has been killed in the Bryn Breth Pit, Rhymney. He had been engaged in his usual occupation all the morning, and was eating his dinner, when a large fragment fell from the roof, struck him on the back of his head, and killed him instantaneously. The inquest was held before the deputy-coroner of Glamorganshire, and an ordinary verdict was returned.

We have two other fatal accidents in coal mines to record this week: the first happened at Blaenau, to a man who was crushed to death by a huge stone which fell on his side. He was not discovered until some hours after the occurrence, but it is believed he must have been instantly killed. The second took place at Ebbw Vale, the manner of death being precisely the same.

A dispute has arisen between the Tredgar Iron Company and the public respecting the right of road along the Sirhowy tramway. A large meeting has been held, in which the right was maintained, but it is still denied by the company. A legal gentleman has intimated that, on the occasion of the next injury caused to any person on the tramway, through the trucks, he will bring the subject before a court of law.

REPORT FROM NORTHUMBERLAND AND DURHAM.

[FROM OUR CORRESPONDENT.]

MAY 13.—The Coal Trade to London, &c., remains quiet, but the export trade for April shows some improvement. This is gratifying. The export of coal for April shows an increase of 32,572 tons, as compared with April, 1857. The trade in goods, other than coals and coke, has not yet recovered its former position; but is reported to be progressing.

The decision of the Committee of the House of Commons, respecting the project of the Border Counties and North British Railways, and the Caledonian Railway scheme, rejecting the former projects and sanctioning the latter, has raised a storm of indignation here. It really appears passing strange how they have arrived at this conclusion; at any rate, it is regarded with almost universal astonishment and dissatisfaction by the whole community. The united scheme of the Border Counties and North British Railway is, without doubt, a fine one, as it completes the central line of communication between England and Scotland, and connects the sea ports on the east and west coast of the island by a commodious system of railways, and would make the produce of large additional mineral fields available to the public; it would undoubtedly have been a great boon to the whole of the manufacturing towns in the south of Scotland, as the produce of such a coal field as the Pishetts is wanted most urgently in those towns. The whole scheme must be viewed as one of much importance, and calculated to benefit a large tract of country, and also the population of great seats of industry in both England and Scotland.

And what has the Caledonian scheme to set against all this? Their project appears so very meagre in comparison, that it seems almost unaccountable how they have been considered to be opposing lines. They merely propose a branch line by way of Langholm to Hawick, which certainly connects the latter place with Carlisle by that means; but it possesses no features of interest, that will for a moment bear comparison with the other schemes. The news of the decision of the Committee has cast quite a gloom over the town of Hawick, and a meeting of the inhabitants has been held, attended by 1500 people. A petition has been adopted by the House of Commons, signed by 2500 persons, praying that the evidence may be printed before the report of the Committee is adopted, the petitioners feeling sure that the perusal of the evidence will show that the decision of the Committee has not been founded on it. It is also very probable that petitions will be adopted by the inhabitants of other towns in this district.

A meeting of the local committee of the Institute of Mechanical Engineers was held last week, when a deputation from the Council of the Institute attended, in order to make arrangements respecting the forthcoming meeting in August. Several plans and models of improved machinery are already prepared, and papers on mechanical subjects, &c., are being prepared. We are not aware whether any eminent colliery engineers are members of this Institute. It would, we think, be highly interesting and useful, if plans or models of machinery for winding, pumping, and other colliery operations, were brought forward at this particular meeting, as Newcastle is the centre of such an important coal mining district. No doubt some of the colliery engineers could furnish such plans and models, and also papers descriptive of them. And this would be especially useful where improved modes of pumping, winding, &c., have been adopted.

We have heard of an engine, on a novel principle, being adopted for winding at the Shield Row Colliery, near Gateshead; and also of an improved pumping-engine being established at the Burrum Colliery, near Newcastle, by Mr. Horsley. A large pumping-engine was also erected some time ago, by the same gentleman, at the Hartley Colliery, near Blyth, for the purpose of draining the mine. This mine had been inundated for some time, and it was supposed by many that the feeders of water were derived from the sea. However, the engine has been completely successful, the mine having been quite drained; and although the depth of the mine is not great, still many points of the engine, and the delivery of water by it, is no doubt remarkable; yet we have met with no particular accounts of this engine in the publications of the day, which is much to be regretted. The forthcoming meeting of mechanical engineers will present an excellent opportunity of making the general public acquainted with those improvements.

Black-furnaces are about to be erected at Seaham, by the Marchioness of Londonderry, for the purpose of smelting the Cleveland ore, of which her ladyship is lessee to a large extent. Since the publication of Mr. Coleman's report, respecting the district bank, a call has been made on the unfortunate shareholders of 35l. per share, in addition to a call of 5l. made formerly. This will operate injuriously on the trade of the district to some extent; and it is announced to-day that the bank which was opened after the stoppage of the district bank, by a few gentlemen connected with the latter, is to be relinquished. They state the reason to be that, "it is with so many of their partners liable as shareholders in the district bank, they cannot calculate upon inspiring that amount of confidence requisite to justify the continuance of their operations."

A general meeting of the North of England Institute of Mining Engineers was held to-day; a paper was read by M. Laurent, on the Lamielle system of ventilation, and a model exhibited of the fan he employs. It appears it is employed extensively on the Continent. It is an ingenious application of the fan, and differs from the ordinary circular fan in being eccentric. An interesting discussion also took place on the paper lately read by the President of the Institute, Mr. Nicholas Wood, on the Lund Hill Colliery explosion. He explained the system of working, ventilating, and lighting the mine, in a very lucid manner, and went largely into all the details of this very important subject. He condemned, most emphatically, the system of using naked lights where the plan of working is pursued of leading and following benches, as in that case the danger is much greater than in ordinary long work, as open lights are placed on three sides of the goaf; so that if gas exists at all in the goaf great danger is incurred of its coming in contact with those lights. He also recommended a better distribution of the current of air, so as to prevent the necessity of using such a large number of doors, or so as to prevent the use of doors altogether if possible. The whole subject of the paper and its discussion, we need scarcely remark, is well worthy the most serious attention of all managers of coal mines, as the avoidance of such awful events in future depends, in a great measure, on the right understanding of the proximate causes of those which have unfortunately occurred.

THE IRON AND METAL TRADES OF STAFFORDSHIRE.

[FROM OUR CORRESPONDENT AT WOLVERHAMPTON.]

MAY 14.—The giving out of very large orders for India will help to impart a little animation to the Iron Trade, which has so long continued depressed. The South Staffordshire Water-Works Company, which is executing extensive works for the conveyance of water from some springs and streams near Litchfield, is advertising for some 1500 tons of cast-iron main and distribution pipes; and this will be an acceptable addition to the orders at the foundries. There can be no doubt that the present is a very favourable time for purchasing iron. Few rails are now being made here, the orders from the United States are still very small in extent, and the demand generally continues slack. These East Indian orders being looked upon as quite a godsend in the present scanty supply of orders. The Americans are meeting their liabilities better than was expected, but the indebtedness to this country still continues very large in amount.

The Hardware Trades remain quiet; some accounts representing them as being flatter. The demand from Scotland has long been very small; the great manufacturing districts of Lancashire and Yorkshire have been only a degree better, but it is stated that there is now a falling off from some of the agricultural districts, especially the eastern counties. The wholesale dealers of London appear to be more hopeful than they were a few weeks ago. The orders for hardware goods from America are still very few, but it is remarked that the few that are given out are wanted to be completed speedily, which may be regarded as an indication that the lowness of stocks in that country is beginning to be very distinctly felt, and this must soon lead to orders being sent. Some of the manufacturers of tin and Japan wares speak of a slight improvement in the home demand.

The strike of the stock-lock makers has ended by the men accepting lower rates. The London society has intimated that the necessity of using such a large number of doors to support the lockmakers in the event of their striking, and this has led the latter to accept the reduced rates, which are equal to a reduction of about 20 per cent. in their wages.

A strike has continued for the last nine weeks in the Potteries, the miners in the employ of the Messrs. Williamson, of Goldenhill, Tunstall, refusing to submit to reduction of their wages from 3s. 6d. to 3s. 3d. per day, coupled with the requirement that they should go to work one hour sooner than formerly on Monday morning. The Messrs. Williamson justified the proposed reduction on the ground that there being now scarcely any demand for ironstone, they could not continue to get it merely to accumulate in stock unless they could do so at some reduction of the cost, which would compensate them for their capital thus lying idle. No corresponding reduction or alteration has been attempted to be enforced by the other proprietors of mines, and the workmen are determined to resist, appealing to the other colliers in the district and to the public for support. This has been granted them to a remarkable extent, nearly 1000l. a week having been received during the whole period. Last week the Messrs. Williamson offered to take the men on again at two of the pits, at the former wages (3s. 6d. per day), but as the proposal did not include the opening of the whole of the pits, the men resolved to decline beginning to work. The workmen are of opinion that in making this proposal the Messrs. Williamson are only influenced by the necessity of executing contracts, and believe that the rate of wages. This certainly involves a new phase in the strike. It is evidently open for any man to resolve not to sell his labour below a certain price, or for a number of men mutually to agree upon the rate of wages they will insist upon; but it is questionable whether workmen are not going too far when they insist not only that they shall receive a certain sum, but also fixing upon the number of men whom their employers shall keep at work.

A large number of the ironmasters of South Staffordshire have been called upon during the week for statistics for Mr. Hunt's annual report of the metallic productions of this country. The facts which he will have to report will show how serious have been the results in this district of the late panic—results which necessarily followed from the unsound, reckless, and, it may safely be said, the dishonest mode in which so small part of the business of the district has been carried on.

The first of the bankrupt firms engaged in the iron trade in South Staffordshire, brought into the liquidation of the Messrs. Barford and Thompson, passed safely through the easy ordeal of the Birmingham Bankruptcy Court on Friday last, and are now legally free from all the obligations they had incurred. The solicitor for the assignees called the attention of the Commissioner to the fact that the firm only began business towards the end of 1854, with a capital under 25000l., reduced to 18000l. by the retirement of one partner, and that they had now liabilities amounting to 12,000l., whilst their assets were only 12000l., making their total losses in three years upwards of 12,000l.

Their explanation of this result was, that they had lost 6000l. by selling iron below cost price, and that they had expended some 6000l. on their works (their capital originally being 18000l., and their business a losing one), and that this and other losses from unfavourable realisations, made up the total amount of loss. Under these circumstances, Mr. Wright, the solicitor for the assignees, asked the Commissioner to grant the certificate for a time as an example. This, however, was refused, a certificate of the second class was granted.

Mr. Samuel Griffiths, the iron broker and bill discounter, was to have come up for further time was allowed in March, no accounts had been filed, and two months more were asked for and granted by the Commissioner. Some special account of bills being asked for, the bankrupt said that, as a sworn broker, he was bound not to keep the secrets of his clients, a plea which, if allowed, puts a stop to all enquiry.

An abstract of an admirable lecture delivered by Mr. Lionel Brough, at Bath on Monday, on "Mining," appears elsewhere. It is worthy of note, and matter for reflection, and although Mr. Brough was invited to deliver the lecture by the Mining Association, the attendance of working miners was not more than a hundred. This class has, in this district, been in past times greatly neglected, and has unhappily been rendered for drunkenness, ignorance, and rudeness. An improvement is evidently going on, if the number who are striving after better things be as yet but small, and we are reminded that moral changes are always of slow growth. It was very gratifying to hear Mr. Brough so well received, by the workmen on the one hand, and the proprietors of the mines on the other.

REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASTERSHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

MAY 13.—The present position and prospects of the Iron Trade in Yorkshire, Derbyshire, and Lancashire, are unsatisfactory, and a period of greater dullness, considering the cheapness of money, has not been experienced for some time past. The demand for all descriptions of iron is limited both for home and foreign consumption.

The Coal Trade is dull, and there is a large quantity of coals on the pits banks.

On Monday last there was a large meeting of colliers held at Wakefield, near Chesterfield, to hear the addresses of Messrs. Chaplin and Taylor, and of Ramsley. Mr. Chaplin first addressed the meeting, and referred to the attendance of 15 per cent., and stated how the colliers struck work and refused to work. They came to enforce the claims of the Colliers' Friendly Society. There were now 10,000 men in the Ramsley district paying their stipends per week to the union, which would realise 30,000l. per year. Mr. Taylor said the colliers were keeping up the price of coal and the wages of the miner; it was calculated that they were physically, morally, and mentally. It was high time that the miner should be in the scale of society. The meeting then adjourned to a neighbouring inn, where the porters were refused admittance.

An open air demonstration of colliers was held, at Wakefield, this morning. Mr. Price advised the men to amalgamate, and throw themselves into one general strike. They ought to be prepared at any moment to resist a reduction of the price of coal. He believed that the public would sooner pay 10 per cent. more for their coal, than see the colliers' wages reduced 15 per cent. He then read a memorial about to be presented to the House of Parliament, praying that 1d. per ton may be levied on all coal sold to the bank for the purpose of forming a Colliers' Home, similar to the Seamen's Club, and that Government have control of the expenditure of the money. Several other speakers addressed the meeting, which was of a most orderly character.

At Rochdale Petty Sessions, on Wednesday, Mr. C. Haigh, of Clough Trough Colliery, fined 5l. and costs, for neglecting to supply rules, and for working an engine without steam and water gauges and safety valve.

THE MEXICAN AND SOUTH AMERICAN COMPANY.

The Master of the Rolls was called upon on Saturday (re Barclay) for his opinion on the following facts:—It appeared that an order was made for winding-up the affairs of this company a short time since. The company was originally formed for the purpose of carrying on mineral operations and other matters connected therewith in Mexico and South America. It was called a "Scrip Company," and the dividends were payable to the holders of the scrip, without any deed being executed or any other form being gone through beyond the compliance with certain rules which were endorsed upon the scrip. John Hazlett Barclay had, it appeared, purchased 60 of these scrip shares on the London Exchange, and had signed the claim required by the rules in order to entitle him to dividends, which were paid to him upon two occasions. The nominal capital of the company was to be 100,000l., in 10,000 shares of 10l. each. 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That is the only question; but it does not affect the principle of the case in the least degree. I am of opinion that in this case Messrs. Finlay, Hodgson, and Selwyn are entitled to the list of contributors, in respect of 60 shares which I understand to be admitted to hold beneficially, and that they must not be put on the list of contributors in respect of all the remaining shares, of which it is established that they have no interest for other persons.

Mr. Selwyn: Your Honour will give them the same liberty as you gave Mr. Barclay?—

THE MASTER OF THE ROLLS: Yes.

Mr. Selwyn: It is understood that I do not re-argue the case; but I do not consent to the order of the Court. I understand that in both cases counsel would be certified?—

Mr. R. Palmer: Yes; they must have the same liberty that Messrs. Barclay and Selwyn have in respect of the original order for winding-up.

THE MASTER OF THE ROLLS: They are put on for 60 shares, and no more. I do not know what your objection is to the order.

Mr. Selwyn: I think it is a very fair and proper case to be brought before the Court. I do not wish to give costs on either side. I do not know what the usual order is in such cases.

THE MASTER OF THE ROLLS: It is only in this case because Mr. Barclay's name begins with the letter B. It has been selected to try the whole question. In many cases the Lords-Justices have been selected to be paid out of the estate.

Mr. Selwyn: The costs are never given where a man is put on the list for any other reason than that he is a contributor.

THE MASTER OF THE ROLLS: There is this to be said, that I do not see how I could give costs to any man, but with respect to Finlay, Hodgson, and Company, I suppose I must not have argued this case except for the other point?

Mr. Selwyn: Not after Barclay's case.

THE MASTER OF THE ROLLS: They were both admitted into Court together.

Mr. Selwyn: Why were they admitted? Mr. Barclay raised the general question, and Mr. Hodgson was selected merely as the representative of the agency question.

THE MASTER OF THE ROLLS: And of course they would have been satisfied with Mr. Barclay's question, and moving to discharge the original order?

Mr. Selwyn: It would have been quite absurd for Mr. Hodgson, supposing the other side given up the point as to the agency, to have come here and argued the same case as was decided in Barclay's case.

THE MASTER OF THE ROLLS: And you have not argued it.

Mr. Selwyn: Therefore, as far as Messrs. Hodgson are concerned, I should submit that they would be that the costs of all parties should come out of the estate.

THE MASTER OF THE ROLLS: It would be an unprecedented order to give them any part of the assets of the company in the shape of costs.

Mr. Selwyn: My strict right would be to have the costs of Mr. Hodgson's case against the company in my favour. As your Honour said it was a fair subject to be discussed, I did not ask it.

THE MASTER OF THE ROLLS: I am quite sure it was a fit question to be discussed before the Court. The official manager did right to bring it here.

Mr. Selwyn: This case was partly the same as Barclay's case, partly not. They were liable for the debts of the company, and no precedent can be produced for giving them any part of the assets of the company.

THE MASTER OF THE ROLLS: This case will determine the whole without Mr. Barclay's case. It would have determined both. Mr. Selwyn: Mr. Barclay has raised the question of new shares. Your Honour recollects I began that.

THE MASTER OF THE ROLLS: And I disposed of that. I held that they were bound to do it. There were two questions—first, as to the 60 shares, instead of 100; then there was the second question as to the general constitution of the company.

Mr. Selwyn: I submit it must follow the general rule. The official manager allowed his costs out of the estate.—THE MASTER OF THE ROLLS: Yes; the official manager has his costs out of the estate.

Mr. Selwyn: I never heard of a contributory having them.

THE MASTER OF THE ROLLS: If it had been merely this question I should have given them Mr. Selwyn. In point of fact, the two questions are raised. I do not think I can give you the official manager his costs and the creditors' representative his. Mr. Selwyn: I suppose he must have his; it is with great regret I do it. I cannot say you cannot conceive anything that is more painful to me than the necessity of seeing the creditors' representative here. My experience is that two counsel do as well as four. Two good counsel selected in Court do the thing as well as four, and I observe the mere effect of this Act of Parliament will be to get the Court to do more instead of two, and at great increase of expense.

Mr. Selwyn: Your Honour will not under any obligation to give him the costs.

THE MASTER OF THE ROLLS: In the end, the creditors' representative appearing here will be the one of having great expense. Thousands were paid in common law proceedings out of the estate. I know of a case where the extra costs of the successful creditors were compromised at 2000l.

THE MASTER OF THE ROLLS: At common law?

Mr. Selwyn: In consequence of the proceedings he was obliged to take to enforce his claim at common law, while the winding-up was going on, there being no other way of doing it. (Pritchard's case.)

Mr. Selwyn: What my friend means is, that bringing the creditors in under the winding-up will save expense in the long run.

THE MASTER OF THE ROLLS: It may be so. I think I must give you the costs.

Mr. Selwyn: I have nothing to say, if your Honour thinks it right; but you must not be reminding me that you are under no obligation to do so. The Act of Parliament is differently worded in this respect.

THE MASTER OF THE ROLLS: That is true. I am sure of this: I must either allow them to add their costs to the debt, or give them their costs.

Mr. Selwyn: I do not make any objection to it.

THE MASTER OF THE ROLLS: I cannot make them pay for that.

Mr. Selwyn: When this subject was argued before the Lords-Justices it was rather insisted on the part of those who supported your Honour's order that the Court should disallow any costs.

THE MASTER OF THE ROLLS: Yes; if it was too plain a case, or an improper case to be argued, I should not give them the costs.

Mr. Selwyn: Or the case, for instance, where any other contributory chose to sue the question over again.

THE MASTER OF THE ROLLS: Yes; I should not hear the creditors in such a case. They are bound to consider that the Court would adhere to its former decision.

Mr. Selwyn: Of course, in this case it is quite right.

THE MASTER OF THE ROLLS: There are the receipts of Muriel. (Producing them).—THE MASTER OF THE ROLLS: I go independently of the question of notice, in my judgment.

NATIONAL PROVINCIAL BANK OF ENGLAND.

The annual general meeting of the proprietors was held at the offices of the Bank, 15, Abchurch-lane, on Thursday, May 13, 1858, Mr. J. M. LAURIE in the chair.

Mr. ROBERTSON (the manager) read the notice convening the meeting.

The CHAIRMAN, in moving the adoption of the report, said he had had the honour of reading over them for ten years, and during that period the various changes that had taken place in commercial and mercantile transactions in this country would compete with any previous ten years. No doubt there had been a great difference in the value of money; and yet there was no period in which this country had experienced greater prosperity; and the National Provincial Bank of England had kept pace with the general prosperity of the country. He had a statement drawn out of the gradual increase of the reserve fund; and although they had divided amongst themselves a very handsome share of the profits, which they were entitled to, they had not neglected that important duty—to keep a nest egg, whenever the time should come, which he did not believe would ever come, to avail themselves of it. The first time he had the honour to be elected in 1848, when a dividend of 6 per cent. was declared, and the reserve fund was 86,900l. In 1849, the dividend was 6 per cent., and the reserve fund 91,087l. In 1850, the dividend was 6 per cent., and the reserve fund 96,572l. In 1851 the dividend was 6 per cent., and the reserve fund 103,108l. In 1852, the dividend was 6 per cent., with a bonus of 2 per cent., and the reserve fund 107,396l. In 1853, the dividend was 6 per cent., with a bonus of 2 per cent., and the reserve fund 113,449l. In 1854, the dividend was 8 per cent., with a bonus of 4 per cent., and the reserve fund 122,890l. In 1855, the dividend was 8 per cent., with a bonus of 4 per cent., and the reserve fund 127,194l. In 1856, the dividend was 8 per cent., with a bonus of 4 per cent., and the reserve fund 133,393l. In 1857, the dividend was 8 per cent., with a bonus of 4 per cent., and the reserve fund 137,380l. (Cheers.) Thus proving that during the ten years they had never given a dividend of less than 6 per cent., and the reserve fund had increased from 86,900l. to 137,380l.; and he might congratulate them upon the fact, because the improvement had been gradual, and not from causes that might occur to-day and be gone to-morrow. Although last year they passed through such a severe depression, their business extended in several districts, and he was happy to inform the meeting that the confidence in the National Provincial Bank of England was not shaken for one moment. (Cheers.) He did not mean to say that some of the customers, at the time alluded to, tempted by the large interest to be obtained, drew out; but money afterwards came in faster than it went out, and at the present time their attention was occupied as to the best manner of employing it. He considered the confidence reposed in them to be a great measure due to the constitution of this bank. He (the chairman) could not conclude without bearing testimony to the great zeal and ability displayed by the officers of the bank, and the assistance of his friend on the right, the general manager. (Cheers.) It was true he had been seconded by an efficient staff, but they all knew the efficiency of any staff depended upon its chief. (Hear.)

The CHAIRMAN then read the following report:—

The present forms the twenty-fifth occasion upon which the directors have had the pleasure of submitting an annual report to the proprietors, and it is most gratifying to be able to record that, at the close of a quarter of a century, the National Provincial Bank steadily continues its progressive course, with the most solid proofs of increasing stability and success.

The directors have to inform the proprietors that the measure sanctioned by the annual general meeting of 1856, for the increase of the bank's capital, has been fully carried out. The second instalment on the new issue of shares, which became payable on July 31 last, was punctually met, the paid-up capital of the bank, therefore, stands at 600,000l., and the subscribed capital at 1,500,000l.

Since the proprietors were last assembled, the country has passed through a season of great commercial vicissitude and trial. There was nothing, however, in the aspect of affairs at the beginning of the year to indicate the approach of the revolution which preceded its close. Great activity and expansion continued to be the predominant feature in every branch of external trade, and although the rate of interest ranged comparatively high, it did not appear to be much felt, while the supply of capital was equal to the demand. In June, however, the Bank of England raised its rate of discount, but lowered it in June, and reduced it still further in July. To the mercantile and trading interest this reduction in the value of money gave confidence, which the prospects of a good harvest tended to confirm; and, with the exception of the Indian revolt, nothing occurred to damp the hopes that, up to this period, were entertained of another year of national prosperity. But in October intelligence was received of a general financial crisis in America, which was obvious would exercise the most disastrous influence upon the commercial relations of that country in England. Great distrust accordingly arose, especially the pressure for money became intense, and a succession of banking and mercantile failures occurred. Government at last intervened, and the Bank Act of 1844 was once more suspended, and confidence gradually, but slowly, returned.

The directors are happy to state that the storm which swept with such destructive force over the commercial community was comparatively unfeeling in the rural districts. In the latter, alarm no doubt prevailed, local trade was checked, and agricultural produce underwent some depreciation; but these effects were happily unattended by any widespread disaster.

Notwithstanding the adverse circumstances adverted to, the extra risk which, in consequence, attended banking operations, and the loss of interest on large unproductive cash reserves, the directors are happy to be enabled to place before the proprietors the follow-

ing statement of accounts for 1857, which exhibits even more favourable results than those of the previous year:—

1857: Jan. 1.—Rest, or undivided profit, at Dec. 31, 1856, as exhibited by the annual meeting in May, 1857,	£237,833 13 1
Less bonus declared and paid in 1857, out of this amount	62,500 0 0
Reserve fund set apart in Government securities	£185,333 12 1
Dec. 31.—Nett profits of 1857, after making allowance for bad and doubtful debts	117,047 3 0
Making	£302,380 15 1
Deduct div. on Co.'s stock for June, 1857 £21,000 0 0	
Ditto ditto for Dec., 1857, paid Jan., 1858 24,000 0 0	
	45,000 0 0
Leaving rest, or undivided profits, Dec. 31, 1857,	£257,380 15 1

Out of the profits of last year the directors propose to pay a bonus of 10 per cent. on the whole of the paid-up capital, thereby including the last instalment on the new shares received in July last. After deduction of the bonus and dividend for 1857, there will remain the sum of 12,047l. 3s. to be added to the reserve fund, which will then stand at 197,380l. 15s. 1d.

The bonus will be paid as usual, in July, along with the dividend to be declared for the half-year ending June next.

The profits thus divided among the proprietors for 1857 will, therefore, be 14,013l. 8s., more than the distributed in 1856, while the balance carried to the reserve fund is also 2000l. more than the addition then made to it.

In Nov. last an eligible opportunity occurred of extending the company's operations to Durham, of which the directors availed themselves by opening an agency there in connection with the branch at Darlington.

The directors have only further to add that they have presented the officers of the company with a bonus of 10 per cent. upon their salaries, as a mark of approbation of their zealous and successful services during the past year, of which they hope the proprietors will approve.

The following directors go out of office by rotation, but being eligible for re-election, offer themselves accordingly:—The Right Hon. Lord Ernest Bruce, Robert Bell, Esq., and William James Maxwell, Esq.

A vacancy has occurred in the direction by the resignation of Thos. F. Wilson, Esq., to supply which the following qualified proprietor offered himself as candidate:—Henry Paul, Esq., M.P.

The CHAIRMAN said he had the honour to move that the report be adopted.

Major MOORE seconded the resolution.

The CHAIRMAN put the resolution, which was unanimously carried with applause.

Major MOORE proposed the re-election of three of his colleagues—the Right Hon. Lord Ernest Bruce, Robert Bell, Esq., and W. J. Maxwell, Esq., who retired by rotation, and he had great pleasure in moving the resolution, because he had had practical experience of the value of their services. The resolution was then seconded, and carried unanimously. Mr. BELL, as the senior, returned thanks.

Mr. ROBERTSON then read the notice that a vacancy had occurred in the direction by the resignation of Mr. T. F. Wilson.

Mr. BELL had much pleasure in proposing Henry Paul, Esq., M.P., to fill the vacant seat in the direction, as, from the knowledge he had of him, he was satisfied the proprietors would find in Mr. Paul a gentleman earnestly desirous of promoting the interest of the bank.

The resolution was seconded, and carried with applause.

Mr. PAUL thanked Mr. Bell for the way in which he had proposed him as a member of the board, and the proprietors might rely upon him devoting his best attention, to, and exerting his utmost ability in, the discharge of his duties.

The CHAIRMAN, in answer to questions, said they had about 100 branches, and had been prosperous at all of them.

Mr. PERCY brought forward his usual motion for having the accounts given in a more detailed manner.

The CHAIRMAN replied, that the subject had occupied the serious attention of the board, and, after very mature consideration, they were unanimously of opinion that the alteration of the accounts proposed would be disclosing to the public their operations, and would be the means of inviting opposition, and he trusted now that the question would be settled for ever. ("Hear," and cheers.)

After some further discussion the resolution was withdrawn.

Gen. Sir J. W. SLEIGH, K.C.B., proposed a vote of thanks to the Chairman and directors, and his object was to add to that vote something more substantial. He wished to suggest that the shareholders should reward them for their valuable services, and would, therefore, move that 1000l. a year be added to what they now receive, and that it be paid for their past year's services. (Cheers.)

The resolution was then seconded, and carried unanimously.

The CHAIRMAN, in returning thanks, said he could hardly find words to express his gratitude, and which he was sure was the feelings of his colleagues, for this substantial mark of their kindness, and there could be no greater incentive to exert themselves, if possible, more for the interest of the concern. He (the Chairman) was a very large shareholder, and agreed with the meeting that the best way of ensuring success was giving ample remuneration to the directors. He believed many of the losses to shareholders in different companies arose through the management of the affairs being entrusted to ill-paid directors, who sought to make up the difference in an indirect manner. (Hear.) He would take this opportunity of stating, for the information of the proprietors, that the amount fixed by the deed, 25 years ago, as remuneration, by the directors was 4800l. a year, but, notwithstanding the dividends that had been paid, the directors did not avail themselves of it until the year 1854, having up to that period only received 3300l. a year. ("Hear," and cheers.) He sincerely and cordially thanked them for the great confidence they had shown in the board. (Cheers.)

A PROPRIETOR proposed a vote of thanks to Mr. Robertson, the general manager, and the other officials for their valuable services during the past year. The motion was seconded, and carried with much applause.

Mr. ROBERTSON thanked them for the resolution just passed. Their approbation was gratifying at all times, and more especially after a year that had entailed such great anxiety. They were all practical men on the establishment; and if shareholders would always take care to place their affairs in the hands of men of business, they would not incur such losses as had recently taken place. It was worthy of remark, that the National Provincial Bank of England had never passed through any great crisis without increasing its business. (Hear.) He thanked them for the bonus for their services during the past year.—The proceedings then terminated.

GOVERNMENT SCHOOL OF MINES.—The lectures on "Mineralogy" have been postponed until Monday, May 24, in consequence of Mr. Warrington Smyth having to attend the Congress of scientific persons connected with mining, metallurgy, and mineralogy, to be held in Vienna in the course of the ensuing week.

MINING MODELS.—The Government School of Mines has, during the last week, received from Freiberg the models of several furnaces used in the silver and copper works; these have been previously described in the Journal. Several models of dressing apparatus have also arrived from the same source; these appear to be of a new construction, but as they are not yet put together we are unable to give a detailed description.

EAST DEAN COAL AND IRON MINING COMPANY.—Vice-Chancellor Kindersley has appointed Mr. Wm. Goodchap official manager of this company.

LIVERSEDGE IRON COMPANY.—Mr. Wm. Gray's petition, to wind-up this concern, will be heard before the Master of the Rolls on the 24th inst.

CORK AND KINSALE JUNCTION RAILWAY.—A prospectus has been issued for making a line which will complete the communication between Kinsale and Cork, and Kinsale and Bandon, and will join the Cork and Bandon Railway near Cross Barry, at a point about 13½ miles distant from Cork, and 6½ miles from Bandon. The proposed line is only 9½ miles in length, and it is estimated that the capital required for completing the undertaking will be 45,000l., to be divided into 4500 shares of 10l. each; deposit, 1l. 5s. per share; no further call to be made until the Act of Parliament has been obtained. The population of Kinsale numbers 6000, exclusive of 1000 military stationed in the Kinsale garrison and ports. It is stated that a considerable number of the shares have been already subscribed for, and according to the calculations made the undertaking will give a dividend of over 7½ per cent. on the share capital.

TO CAPITALISTS.—A GENTLEMAN, who has extensive and first-class machinery at work in the heavy branch of the Sheffield trade, and is practically acquainted with the manufacture of iron and steel in all its branches, is anxious to OBTAIN A PARTNER, who has sufficient capital to put down other machinery for the purpose of manufacturing steel and other iron suitable for the Sheffield trade.—Apply to Mr. Wm. F. WILSON, solicitor, Queen-street, Sheffield.

NOTICE.—A MELBOURNE BARRISTER RETURNING will be happy to UNDERTAKE COMMISSIONS.—Address, "Sigma," Messrs. Abbott, Barton, and Co., advertisement contractors, 2, Upper Wellington-street, Strand, W.C.

WANTED, by a YOUNG MAN (28 years of age, single), a SITUATION in a SMELTING WORKS, either as MANAGER or CLERK; understands thoroughly book-keeping, smelting, and assaying.—Address, "A. B.," Henry Mead, stationer, 65, Bishopsgate Without, City.

WANTED, A PARTNER in a BLAST FURNACE, recently erected in the West of England, and commanding unusual advantages from the proximity of iron ore and coal, which are being obtained at very low rates.—Further particulars, as to capital, &c., may be obtained on application, by letter, to "X. Y. Z.," care of W. E. Chessell, Esq., 5, Queen-square, Bristol.

TO ALKALI AND SULPHURIC ACID MANUFACTURERS.—The ADVERTISER has had the sole management of a large manufactory for several years, and is competent to PLAN, ERECT, or MANAGE a similar concern of any magnitude, and on the most improved principles. His present engagement being about to terminate, he is OPEN to TREAT with manufacturers having works at present in operation, or capitalists about to erect the same, in any part of England or abroad. Highly respectable reference as to ability and character will be given.—Communications may be addressed to "X. Y. Z.," care of Mr. Jas. Newton Warburton, 30, Cumberland-row, Newcastle-on-Tyne.

WEST SHARP TOR MINE.—TEN SHARES in this MINE TO BE DISPOSED OF.—Address, "R. S.," care of Mr. Bridge, stationer, Sherrard-street, Golden-square.

WATER-WHEEL WANTED.—ANY PERSONS having FOR SALE A WATER-WHEEL, about 30 ft. diameter, and from 3 to 4 ft. breast, are requested to send price and particulars to Mr. W. P. FAIRBANK, Bank Chambers, Plymouth.

WANTED, A NEW or a good SECOND-HAND CRUSHER, with 20 in. rolls; also, EIGHT 6 in. 9 ft. PUMPS; to be delivered at PEN-DEEN CONSOLS MINE.—Letters, stating price, &c., to be addressed to the Committee of above mine, 2, Bank Chambers, London; or to the agent on the mine.

TO COLLIERY PROPRIETORS AND OTHERS.—FOR SALE, ONE 80-in. cylinder PUMPING ENGINE, 10 ft. stroke in cylinder, and 9 ft. in shaft, with four boilers about 45 tons, balance-bob, first piece of rod, &c. ONE 38-in. cylinder PUMPING ENGINE, 7 ft. stroke, equal beam, with a boiler about 9 tons, nearly new balance-bob, first piece of rod, &c. A PUMPING ENGINE, on Sims's patent combined principle, 22 and 40-in. cylinders, 8 ft. stroke, equal beam, first piece of rod, &c. The above are all within four miles of a port.—For further particulars, apply to Mr. THOMAS FIELD, 2, Crown-court, Threadneedle-street, London, E.C.

NEW HORIZONTAL STEAM-ENGINES, from 3-horse power upwards, STRONG, GOOD, and CHEAP, with or without boilers.—THOMAS ELLIOTT, engineer, 33, Tipping-street, Ardwick, Manchester.

SOUTH STAFFORDSHIRE WATER-WORKS COMPANY.—

TO CONTRACTORS AND IRONFOUNDERS.

The Directors are prepared to receive TENDERS for the following additional WORKS:—

CONTRACT No. 5.—For a COVERED RESERVOIR at Wednesbury.

CONTRACT No. 6.—For PROVIDING, LAYING DOWN, and FIXING, about 1500 tons of CAST-IRON MAINS and DISTRIBUTION PIPES, with all requisite cocks, &c., fixed, complete, in the towns of Walsall, Blaxwich, Darlaston, Wednesbury, West Bromwich, Tipton, and Oldbury.

CONTRACT No. 7.—For SERVICE PIPES, &c., where required in the above towns.

Plans, specifications, and forms of tender, may be seen at the offices of the engineers, Messrs. McCLEAN and STILEMAN, 17, Great George-street, Westminster, or Bridgeman-place, Walsall, Staffordshire, on and after Monday, the 3d day of May inst.

Tenders to be sent in on or before Thursday, the 20th day of May inst., addressed to the secretary, Castle Chambers, High-street, Birmingham.

R. C. CHAWNER, Chairman.
JOSIAH CHURCHILL, Sec.

CORK AND KINSALE JUNCTION RAILWAY.

Capital £45,000, in 4500 shares of £10 each.
Preliminary deposit, 5s. per share.

A considerable portion of the shares is already subscribed for; and prospectuses may be had, and application for the remaining shares made to FRANCIS THOMAS MACKRETH, Esq., sharebroker, 4, Hercules-passage, Threadneedle-street, City, E.C.; or to the Secretary, at the company's office, 17, Gracechurch-street, London, E.C.

NO APPLICATION FOR SHARES will be RECEIVED AFTER WEDNESDAY NEXT, the 19th May inst.

ANTWERP AND ROTTERDAM RAILWAY COMPANY.

Notice is hereby given, that the DIVIDEND for the year ending 31st Dec., 1857, at the rate of SEVEN FRANCES (or 5s. 7d.) per share, will be PAYABLE on the shares of the above company, on and after the 15th May inst. It will be necessary to produce the certificates at the time of receiving the dividend-warrants, at either of the under-mentioned places:—viz., at the Offices of the Company, 16, Cannon-street, London, and 5, Rue Montagne au Parc, Brussels; at the bank of Messrs. J. F. Mathieu et Fils, Brussels; and at the bank of Messrs. Eschels et Fils, Rotterdam.

By order,
GEORGE F. SMITH, Sec.

16, Cannon-street, London, May 10, 1858.

ORIENTAL INLAND STEAM COMPANY (LIMITED),

FOR NAVIGATING THE RIVERS OF INDIA (under subsidy from the Hon. East India Company).

The Directors give notice that, their first vessels having now been successfully completed, they are about to ALLOT THE REMAINING SHARES (£10 each), respecting which full particulars may be obtained at the company's offices.

All experience shows that the navigation of the rivers of India by steam is one of the soundest and most profitable enterprises of the day; the profits realised by existing companies varying from 30 to above 40 per cent., and gradually increasing.

This company has the further advantage of a yearly subsidy from the Hon. East India Company, being the only company thus distinguished, and of all such facilities in fuel and otherwise as the Government can afford.

The new allotment will take place on the 26th of May inst., after which no further applications can be received.

By order,
JOHN MATHEWSON, Sec.

9, Billiter-street, London, May 13, 1858.

INDIA—PEACE AND WAR.—

TWO CHROMO-LITHOGRAPHS, showing the MODE of NAVIGATING the INDIAN RIVERS in PEACE and in WAR by the STEAM TRAINS of the ORIENTAL INLAND STEAM COMPANY. Each train, consisting in all of six vessels, is about 100 ft. longer than the *Leviathan*, and by means of such trains, troops and stores can be transported with expedition upon shallow rivers, and large quantities of merchandise can be carried with profit at a low freight, and on a small draught of water. Price 10s. per pair.

London: Day and Son, Lithographers to the Queen.

PARTNERSHIP.—A GENTLEMAN, resident upon the spot, and engaged in OPENING A QUARRY upon one of the oldest worked SLATE BEDS in CARNARVONSHIRE, wishes to obtain A PARTNER, or PARTNERS, with capital.—Address to Mr. HUSSEY TAYLOR, Llanberis, Carnarvonshire, North Wales.

WANTS A SITUATION, A PERSON thoroughly acquainted with COPPER SMELTING, and other FURNACE OPERATIONS. Was many years manager of an extensive smelting works; can give unexceptionable reference as to character and ability; has no objection to go abroad.—Address, "J. H.," *Mining Journal* office, 26, Fleet-street, London.

TO MANUFACTURERS OF IRON AND STEEL IRON.—

A PARTNER WANTED, with capital of £2000 to £10,000, JOIN THE ADVERTISER in carrying on an ESTABLISHED MANUFACTORY of IRON and STEEL IRON. A person conversant with the manufacture, and willing to take the active management, would be preferred. The works are upon improved principles, situate in a mineral district, on the banks of a canal, contiguous to a first-class passenger and goods station on the Midland Railway, and in the immediate market for its manufacture.—Communications, with usual particulars, to be addressed to "G. W. H.," 49, Regent-square, London, W.C.

THE PROPRIETOR of an EXTENSIVE SLATE AND SLAB

QUARRY in NORTH WALES (now in full work) is desirous of BORROWING £2000, at a reasonable rate of interest, upon MORTGAGE of the LEASE, PLANT, and PREMISES, for a term of three or five years, optional with the lender.

The PROPRIETOR is also desirous of APPOINTING A GENTLEMAN of energetic and industrious habits as LONDON AGENT, for SELLING his SLATE, SLABS, CISTERNES, &c., which, for their quality and unlimited size, are in the greatest esteem.

The appointment, if desired, may be associated with the lender; otherwise, the appointed will be required to give security. None but principals need reply.—Address, "G. F.," *Mining Journal* office, 26, Fleet-street, London.

TO BE SOLD, for the benefit of the creditors of the late Rev. JAMES

COZENS, THREE-QUARTERS of FORCH NEST MOUNTAIN, about 300 acres, containing MINERALS.—Applications to be addressed to the Widow, Yny-y-Ffwrn, Llantrissant, Glamorganshire.—April 22, 1858.

TO CAPITALISTS.

PATENT LOCOMOTIVE FOR GENERAL PURPOSES.—An ARTISAN is desirous of MEETING with a GENTLEMAN, to ASSIST HIM in bringing before the public the above IMPORTANT INVENTION, entirely distinct in principle to any hitherto in use. A model, embodying the principle, may be seen at the Society of Arts, Catalogue No. 69; and every information obtained by applying to "G. L.," 16½, Sunnyside-street, Poplar, E. (if personally, after Six P.M.), where an engine for the common road, almost complete, of this peculiar construction, may be seen.

FOR SALE, a 24 in. WHIM HORIZONTAL ENGINE, with a

10 tons boiler, nearly new, in excellent condition, and drawing machine attached. As this engine is very superior in make and condition, parties requiring one will do well to examine it.—Apply to Mr. C. WESCOMB, 21, Southemay, Exeter.

DALE MINING COMPANY (LIMITED).—Notice is hereby given,

that the QUARTERLY GENERAL MEETING of the shareholders in this company will be HELD at the London Tavern, Bishopsgate-street, in the City of London, on Friday, the 28th inst., at Two o'clock. The Transfer-books will be closed from the 17th until after the meeting.

By order of the Board,
J. DICKINSON BRUNTON, Sec.

ST. JOHN DELL REY MINING COMPANY (LIMITED).—

Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be HELD on Tuesday, the 15th day of June next, at Two o'clock in the afternoon, at the offices of the company, No. 8, Tokenhouse-yard, in the City of London, pursuant to the 34th section of the Joint Stock Companies Act, 1856, for the purpose of confirming the resolution passed at a Special General Meeting held on the 11th day of May inst., by adjournment of a Special General Meeting held on the 5th day of the same month, which resolution was as follows, namely:—

"That all the regulations of the company, as the same are printed or set forth in or annexed to the certificate of shares which were issued to the shareholders, and all other, if any, regulations of the company, shall be annulled and be void, and that in lieu thereof the regulations produced at the meetings altered thereat, and signed at the adjourned meeting by Thomas Smallwood Richards, George William Samuel Jago, and Spencer Herpath, three of the members present, and by John Daniel Powles, the chairman of the company, shall be the regulations of the company."

JOHN HOCKIN, Managing Director.

Dated 8, Tokenhouse-yard, the 12th day of May, 1858.

N.B. No shareholder can vote at this meeting unless he shall have previously lodged his shares, the offices of the company, for the purpose of having the same registered. A copy of the new regulations, as agreed upon by the above-mentioned resolution, may be obtained by any shareholder, on application at the office of the company, on or after the 19th inst.

NOUVEAU MONDE GOLD MINING COMPANY.—

A BODY of SHAREHOLDERS of this company purpose HOLDING A PUBLIC MEETING, and OTHER SHAREHOLDERS are INVITED TO COME FORWARD, that a committee may be at once formed, and such proceedings adopted as may seem expedient under existing circumstances.—Communications to be addressed, in the first instance, to "A. B.," Nouveau Monde, Freemasons' Tavern, Great Queen-street, Lincoln's Inn-fields.

THE MEXICAN AND SOUTH AMERICAN COMPANY.

THE LETTER FROM MR. ALISON TO THE SHAREHOLDERS.

On receiving a copy of the Petition of the Directors for winding-up the company. Also HIS REPLY.

To the CHARGES contained in the REPORT of the DIRECTORS to the shareholders, on 28th July, 1856, so far as its contents were permitted to become known to him.

All persons interested in the above company should read these publications, which may be procured at Messrs. LITTLE, SON, and CO., 8, Royal Exchange, at Sixpence each.

VENTILATION in COAL MINES.—BIRAM'S PATENT

ANEMOMETERS, 12 in., £4 4s.; 6 in., £3; 4 in., pocket size, £2 10s. HEDLEY'S NEW DIAL, admirably adapted for mines of a considerable dip; price £10 10s., £9, and £7 10s.

To be had of the manufacturer, JOHN DAVIS, Derby.

NEW PATENT ACT, 1852.—Mr. CAMPIN, having advocated

Patent Law Reform before the Government and Legislature, and in the pages of the *Mining Journal*, &c., is now READY to ADVISE and ASSIST INVENTORS in OBTAINING PATENTS, &c., under the NEW ACT.

The Circular of Information, gratis, on application to the Patent Office and Designs' Registry, 156, Strand.

NOTICE TO RAILWAY AND STEAM-BOAT TRAVELLERS.

—ANDERTON'S HOTEL, 162, 164, 165, FLEET STREET. BREAKFAST, with joint, 1s. 6d. BEDS, 10s. 6d. per week. DINNERS from Twelve to eight o'clock; joint and vegetable, 1s. 6d.; with soup or fish, 2s. TURF SOUP and VENISON DAILY. TABLE D'HOTE at Half-past one and Half-past five, at Two Shillings each. A night porter in attendance.

May 15, 1858.]

THE PATENT REGULATING AIR-DOORS.

European and American Steam-Ship *Indiana*, Gravesend, March 3, 1858.
 Having to leave Southampton at short notice, also with strange hands in the
 engine room, I was not able to devote much time to your PATENT REGULATING AIR-
 DOORS. I was obliged to steam round with three instead of four boilers, I am
 very glad to say I WAS ABLE TO KEEP STEAM, with your invention, MUCH BETTER THAN I
 COULD BEFORE. The smoke was cut off in a few seconds after every charge of fuel.
 Yours, respectfully,
 C. RICHARDSON, Chief Engineer.

Mr. J. Lee Stevens.
 Having to leave Southampton at short notice, also with strange hands in the
 engine room, I was not able to devote much time to your PATENT REGULATING AIR-
 DOORS. I was obliged to steam round with three instead of four boilers, I am
 very glad to say I WAS ABLE TO KEEP STEAM, with your invention, MUCH BETTER THAN I
 COULD BEFORE. The smoke was cut off in a few seconds after every charge of fuel.
 Yours, respectfully,
 C. RICHARDSON, Chief Engineer.

OVERLAND ROUTE.—WEEKLY COMMUNICATION BY

STEAM TO INDIA, &c., VIA EGYPT.
 THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY BOOK
 PASSENGERS AND RECEIVE GOODS AND PARCELS FOR THE MEDITERRANEAN,
 ADEN, CEYLON, MADRAS, CALCUTTA, THE STRAITS, CHINA, AND
 SINGAPORE, by their steamers leaving Southampton on the 4th and 20th of every month;
 for the MEDITERRANEAN, EGYPT, ADEN, AND BOMBAY, by their packets
 leaving Southampton about the 11th and 27th of the month.
 For further particulars, apply at the company's office, No. 122, Leadenhall-street; and
 at the principal places, Southampton.

STEAM UNDER SIXTY DAYS ECLIPSED.

The *MARCO POLO* of this line sailed with the steam-ship *ROYAL CHARTER* from
 Melbourne, and arrived in Liverpool eight days before her.
 PASSAGE MONEY £14 AND UPWARDS.

BLACK BALL LINE BRITISH AND AUSTRALIAN

EX-ROYAL MAIL PACKETS.
 Appointed to sail from LIVERPOOL on the 5th of each Month,
 FOR MELBOURNE,
 Forwarding Passengers by Steam to various Ports in
 AUSTRALIA AND TASMANIA.

Ship.	Register.	Burthen.	Captain.	Date.
SALADINA	1563	3000	WATTS	5th June.
GREAT AUSTRALIA	2140	4500	BREWSTER	5th July.
CHAMPION OF THE SEAS	2480	4500	M'KINDY	To follow.
CHAMPION	1092	2500	BROWN	To follow.
LIGHTNING	2090	4500	BYRNE	To follow.
MARCO POLO	1625	3500	CLARKE	To follow.

The above line is composed of the LARGEST, the FINEST, and FASTEST MER-
 CHANT SHIPS in the WORLD, and have been built by the most celebrated builders of
 the day, including Messrs. W. & R. Wright. They are commanded by men who have already
 sailed themselves famous, and their equipments and accommodations are unequalled
 any line of ships afloat.

The Black Ball Line has had the distinguished honour of a visit from Her Majesty the
 Queen, who was most graciously pleased to say that she had no idea there were such
 comfortable ships in her merchant navy.

For freight and passage, apply to the owners, JAMES BAIRD & Co., Liverpool; or to
 Messrs. W. & R. Wright, 2, Moorgate-street, London, E.C.

PASSAGE MONEY £14 AND UPWARDS.

WHITE STAR LINE OF BRITISH AND AUSTRALIAN

EX-ROYAL MAIL PACKETS.
 SAILING BETWEEN
 LIVERPOOL AND MELBOURNE, on the 20th and 27th of every month,
 and forwarding Passengers by Steamers at through rates to
 ALL PARTS OF AUSTRALIA.

To the consignments of H. T. Wilson and Co., Melbourne.
 Captain. Register. Burthen. To sail.

BEZAFOR	1676	4750	May 20.
INDIVINCIBLE	1203	4000	May 27.
RED JACKET	1767	5000	June 20.
WHITE STAR	2460	5500	June 27.
GOLDEN ERA	2560	5000	July 20.
MELBOURNE	1854	4000	—
SALADINA	1563	3000	—
CHAMPION	1092	2500	—
LIGHTNING	2090	4500	—
MARCO POLO	1625	3500	—

The above packet-ship *BEZAFOR* was built by Messrs. W. & R. Wright, the build-
 ers of the celebrated clipper *White Star* and *Morning Light*, and has made some of the
 fastest passages on record, including her unparalleled passage of 74 days from England to
 Melbourne. She has carried altogether over 4000 emigrants in good health and without
 complaint.

The *White Star* has made some very remarkable passages, and made the great run of 90
 days from London to Calcutta. Her cabins and accommodations on deck are
 unsurpassed. Passengers embark on the 19th and 26th of May.

For freight or passage, apply to H. T. Wilson and Chambers, 21, Water-street, Liver-
 pool; or to GRINDLAY and Co., agents, 63, Cornhill, London.

WHITE STAR LINE OF BRITISH AND AUSTRALIAN

EX-ROYAL MAIL PACKETS.
 SAILING BETWEEN
 LIVERPOOL AND MELBOURNE, on the 20th and 27th of every month,
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MELBOURNE	1854	4000	—
SALADINA	1563	3000	—
CHAMPION	1092	2500	—
LIGHTNING	2090	4500	—
MARCO POLO	1625	3500	—

This magnificent model clipper ships, the finest, handiest, and fastest in the world,
 will be dispatched punctually at noon of the above dates. They were both built by the
 best celebrated builders of the day, and have never been equalled in speed by anything
 else. Their passages have been the most uniform and rapid that were ever made, whilst
 the perfection of model, magnificence of saloons, general equipment, and accommodation
 for passengers on deck and below, they stand unequalled. The *Indivincible* has never yet
 been 70 days at sea between Melbourne and England, and her last voyage from Liver-
 pool to Melbourne and back were 73 days out and 72 days home, beating by many days
 every clipper and steamer that sailed with her. The *Red Jacket's* famous voyage need no
 description, her last performance of 63 days from England to Melbourne stamps her as
 the fastest clipper afloat.

For freight or passage, apply to H. T. Wilson and Chambers, 21, Water-street, Liver-
 pool; or to GRINDLAY and Co., agents, 63, Cornhill, London.

STEAM PUMPS, FOR LAND AND MARINE PURPOSES.

SINGLE or DOUBLE ACTING; sizes from 2½ to 12 in. diameter, and from 4 to
 18 in. stroke; by JOHN CAMERON. Used for feeding boilers, raising water (for reser-
 voirs, tanks, irrigation, &c.), turning power, or as a steam fire engine.
 Works, Egmont-street, Hulme, Manchester.

ECONOMICAL MANUFACTURE OF CARBONATE OF SODA,

FROM THE
 WASTE SULPHUR FUMES OF COKE OVENS, COPPER, IRON, ZINC, AND
 LEAD WORKS.

For the description, see the *Mining Journal* of the 13th March; and for particulars re-
 specting licence, &c., apply personally, or by letter (post paid), to M. MEADON, 28, Rue
 St. Paul, Paris.

IMPORTANT TO MINE OWNERS AND OTHERS REQUIRING IRON OF A VERY

SUPERIOR QUALITY FOR CHAINS,
 AND ANY PURPOSES WHERE GREAT TOUGHNESS IS NEEDED.

MESSRS. R. AND W. JOHNSON AND CO., of BRADFORD
 IRONWORKS, NEAR MANCHESTER, can with the greatest confidence RE-
 COMMEND their BEST DOUBLE WORKED SELECTED CHARCOAL SCRAP IRON,
 as SUPERIOR TO ANY ARTICLE EVER OFFERED. For prices, &c., apply to Mr. J. Hous-
 ton, iron and metal agent, Barlow's-court, Market-street, Manchester.

SHORT LINKED TESTED CHAIN SUPPLIED, made from the above iron.

IMPROVED APPLICATION OF WATER-POWER.

TURBINES OR HORIZONTAL WATER-WHEELS.—
 MAC ADAM, BROTHERS, AND CO., ENGINEERS, SOHO FOUNDRY,
 BELFRAST, propose to SUPPLY AND ERECT these WHEELS on any height of fall, and
 for driving any kind of machinery. They have been engaged in making them for the
 last ten years, and have erected them in many parts of Ireland, and lately at the Laxey
 Lead Mines, Esq. of Man, and at Eggleston Mills, near Barnard Castle. They give a much
 higher percentage of power than the best vertical water-wheels, are cheaply connected
 to other machinery, and on low falls are not affected by floods or back-water.
 Further particulars will be given on application.

PATENT LEVER BREAK, FOR RAILWAY WAGONS.

Being away with the objectionable break rack. Can be APPLIED TO EXISTING
 STOCK at a TRIFLING EXPENSE. Royalty moderate. Models can be seen at 34,
 Great George-street, Westminster; and the breaks in action at the works of the Railway
 Carriage Company; at the Peterboro' Station, on the Eastern Counties Railway; at the
 Reilly Station, London and North-Western Railway; the Cardiff Docks Station, Taff
 Vale Railway; and at the Works, Oldbury, near Birmingham, where all communications
 are requested to be sent.

GUTTA PERCHA BANDS, TUBING, &c.

Our BANDS, carefully MANUFACTURED from the VERY BEST GUTTA
 PERCHA only, are considerably CHEAPER, and, when fairly worked, are far more
 DURABLE than LEATHER. Can be had in lengths of 100 or 120 feet without a joint,
 are easily joined or repaired, and, when worn out, re-purchased by us at about one-
 third of their original cost. In the event of a break down, a band of any size can be sup-
 plied within a few hours of receipt of order. The present prices are as under:—

Bands above ½ in. thick and upwards to ½ in. 2s. 6d. per lb.
 Bands ½ in. thick 2s. 2d. per lb.
 Subject to a liberal discount for cash, varying according to quantity. TUBING and other
 articles equally low. All our patented manufactures are to be obtained wholesale from
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TO CONTINENTAL AND FOREIGN GOVERNMENTS, AND CAPITALISTS.

ROBERT MUSHET, of COLEFORD, GLOUCESTERSHIRE,
 having INVENTED AND PERFECTED, on the scale of manufacture, SEVERAL
 METHODS FOR THE PRODUCTION OF THE BEST CAST-STEEL, at a cost far lower than
 has heretofore been accomplished, and from such materials as are cheap, abundant,
 and accessible in almost all countries, and now OFFERS these UNPATENTED PROCESSES
 FOR SALE, upon terms hereafter to be arranged with such parties as may be disposed
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 at a cost of from £12 to £15 per ton of ingots. The quality of this steel, when man-
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3. THE MANUFACTURE OF CAST-STEEL FROM ANY KIND OF BAR-IRON, STEEL,
 OR SCRAP IRON, whether COKE OR CHARCOAL IRON, so that a first-rate quality is
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 cheapest scrap or bar-iron, at a cost of from £12 to £16 per ton.

4. THE MANUFACTURE OF CAST-STEEL FROM PIG-IRON AND IRON ORE, so as
 to ensure the production of good cast-steel from coke pig-iron of average quality, and
 first-rate cast-steel from charcoal pig-iron, at one melting, and without injury to the
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 structed in the routine for producing cast-steel upon the scale of manufacture,—namely,
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References.—MESSRS. BROMAGE, SNEAD, and GOSLING, Bankers, Monmouth.
 THOMAS GRATEX, Esq., Banker, Newport, Monmouthshire.

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FIRST-CLASS STEAM HAMMERS, from 10 cwt. to 7 tons, suitable for jobbing
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PUMPS, and AIR AND WATER-TIGHT TUBES FOR VENTILATING MINES, OR
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With this PATENT MACHINE the ordinary surface clay requires no preparation
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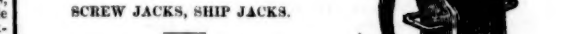
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TO ENGINEERS, MILL OWNERS, AND OTHERS.



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 VULCAN

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Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
3120	Alfred Consols (cop.), Phillack [S.E.]	£2 11 10	£ 11	11 11 1/2	£18 6 0	£0 3 0—April 5, 1888.
1624	Balteswiden (tin), St. Just	11 5 0	4	4 5	12 5 0	0 5 0—Jan. 1, 1884.
4000	Bedford United (copper), Tavistock	2 6 8	6 1/2	6 1/2	9 19 0	0 2 6—March 4, 1888.
240	Boscan (tin), St. Just	20 0 0	150	150 155	420 15 0	3 0 0—Sept. 16, 1888.
320	Botallack (tin), St. Just	31 5 0	3 0 0	3 1/2	3 0 0	2 10 0—Feb. 16, 1888.
1200	Brightside and Froggatt Grove, Derbyshire	3 0 0	3 1/2	3 1/2	3 0 0	0 0 0—April 30, 1886.
100	Brynford Hall (lead), Flintshire	25 0 0	60	60	13 0 0	5 0 0—July 31, 1886.
1000	Bryntal, Llanidloes, Montgomeryshire	7 15 0	1 1/2	1 1/2	0 5 0	0 5 0—July 1, 1886.
400	Budnick Consols (tin), Perran	2 2 6	5	4 1/2	0 10 0	0 10 0—March 26, 1887.
6000	Bwlch (silver-lead), Cardiganshire	3 5 6	1	1 1/2	0 2 6	0 2 6—July 30, 1886.
4000	Calstock Consols (copper)	5 0 0	4 1/2	4 1/2	0 2 6	0 2 6—Dec. 23, 1887.
1000	Carn Brea (copper, tin), Illogan	15 0 0	50	47 1/2	239 10 0	2 0 0—March 30, 1888.
2048	Carvorth (tin), St. Just	4 10 0	5 1/2	5 1/2	0 15 0	0 3 0—June 16, 1886.
200	Cefn Cwm Brynno (lead), Cardiganshire	33 0 0	45	45	5 0 0	2 0 0—March 26, 1888.
2000	Collaun (copper), Lamerston	5 0 0	15	12 1/2	2 5 0	0 8 0—Dec. 2, 1887.
256	Conduwry (copper, tin), Camborne [S.E.]	20 0 0	85	85	85 0 0	3 0 0—May 4, 1887.
1050	Cradock Moor (copper), St. Cleer	8 0 0	40	40	1 9 0	5 0 0—May 14, 1888.
30000	Craven Moor, Limited (lead), Yorkshire	0 10 0	35	40	0 9 0	0 9 0—Feb. 28, 1886.
128	Cwmystwith (lead), Cardiganshire	60 0 0	200	200	125 0 0	5 0 0—May 6, 1888.
280	Derwent Mines (silver-lead), Durham	300 0 0	150	150	122 0 0	10 0 0—June 25, 1887.
4076	Devon and Cornwall (copper)	4 6 3	17	16 1/2	0 5 0	0 5 0—April 20, 1888.
1024	Devon Great Consols (cop.), Tavistock [S.E.]	1 0 0	470	470 475	609 0 0	7 0 0—March 26, 1888.
672	Ding Dong (tin), Gwilt	33 15 0	16	16	16 7 6	1 0 0—March 2, 1887.
179	Dolcoath (copper, tin), Camborne	257 15 0	275	260 270	953 0 0	10 0 0—April 12, 1888.
12800	Drake Walls (tin, copper), Calstock	1 19 0	1 1/2	1 1/2	0 13 6	0 2 0—Sept. 11, 1887.
300	East Daren (lead), Cardiganshire	32 0 0	115	115 120	42 0 0	3 0 0—April 15, 1888.
2048	East Falmouth (copper), Whitechurch	2 0 0	4	4	0 7 6	0 2 6—Jan. 25, 1888.
128	East Pool (tin, copper), Pool, Illogan	24 5 0	175	175	297 10 0	2 10 0—Feb. 22, 1888.
1024	East Wheal Margaret (tin, copper)	7 17 6	6	6 1/2	0 5 0	0 5 0—Jan. 11, 1884.
5700	Exmouth (silver-lead), Christow	4 14 0	8	8	3 15 0	0 2 6—April 27, 1886.
1400	Eyan Mining Company (lead), Derbyshire	5 0 0	47	47	17 13 4	1 0 0—May 4, 1886.
4940	Fowey Consols (copper), Tywardreath	4 0 0	4	4 1/2	41 4 3	0 6 0—Feb. 17, 1887.
4448	General Mining Co. for Ireland (cop., lead)	4 0 0	2 1/2	2 1/2	1 0 8	0 3 0—June 5, 1883.
2000	Goginan (silver-lead), Cardiganshire	11 5 0	2 1/2	2 1/2	22 0 0	0 5 0—Sept. 5, 1880.
1024	Gonnamena (copper), St. Cleer	13 15 0	11	10 1/2	0 7 6	0 6 0—Dec. 21, 1887.
256	Graham (copper, tin), Camborne	10 0 0	115	115 117 1/2	15 0 0	3 0 0—May 4, 1887.
6000	Great South Tolgus [S.E.]	0 14 6	14 1/2	14 1/2	2 1 6	0 7 0—Oct. 15, 1888.
26666	Great Wheal Vor (tin, cop.), Helston [S.E.]	8 2 6	13 1/2	13 1/2	0 5 0	0 5 0—Oct. 22, 1885.
119	Great Work (tin), Gernoe	100 0 0	100	100	221 10 0	7 10 0—Feb. 27, 1887.
1024	Herodias (lead), near Liskeard	8 10 0	8 1/2	8 1/2	3 15 0	0 12 6—Jan. 28, 1888.
6000	Hingston Down Consols (copper), Calstock	3 10 0	5 1/2	5 1/2	2 16 0	0 2 6—Nov. 25, 1886.
2000	Holyford (copper), near Tipperary	11 0 0	8 1/2	8 1/2	4 2 6	0 5 0—Jan. 28, 1887.
2560	Iale of Man, Limited (lead)	25 0 0	42	42	56 17 3	1 0 0—March 18, 1888.
76	Jamaica (lead), Mold, Flintshire	3 13 6	—	—	380 0 0	5 0 0—March 10, 1881.
20	Laxey Mining Company, Isle of Man	100 0 0	1000	1000	1420 0 0	60 0 0—June 30, 1887.
160	Levant (copper, tin), St. Just	2 10 0	115	110 120	1064 0 0	2 0 0—Feb. 17, 1888.
5000	Lewis Mines (tin, copper), St. Erth	15 0 0	120	120	0 10 0	0 10 0—Dec. 29, 1885.
4000	Lisburne (lead), Cardiganshire, Wales	18 15 0	120	120	310 10 0	3 0 0—April 1, 1888.
6000	Marke Valley (copper), Caradon	4 10 6	1 1/2	1 1/2	0 5 6	0 3 0—Sept. 7, 1885.
5000	Mendips Hills (lead), Somerset	3 15 0	1 1/2	1 1/2	1 7 6	0 5 0—May 29, 1887.
5000	Merilyn (lead), Flint	3 2 6	1 1/2	1 1/2	1 11 0	0 2 6—June 22, 1883.
1800	Minera Mines, Limited (lead), Wrexham	25 0 0	125	125	30 2 6	3 0 0—May 8, 1888.
5000	Mining Company of Ireland (cop., lead, coal)	7 0 0	17 1/2	17 1/2	13 7 9	0 12 3—Jan. 7, 1888.
5000	Nantes and Penrhyn, Limited (42 1/2 shares)	1 17 6	1 1/2	1 1/2	0 1 6	0 1 6—April 30, 1885.
6400	North Heath, Westmoreland	0 7 0	1	1 1/2	0 2 0	0 1 0—May 21, 1886.
470	Newtonards Mining Company, Co. Down	50 0 0	35	35	51 0 0	3 0 0—March 1, 1888.
200	North Pool (copper, tin), Pool	36 10 3	65	55 65	324 0 0	2 0 0—Dec. 26, 1884.
700	North Roskear (copper), Camborne	12 0 0	24 1/2	24 1/2	750 0 0	4 0 0—Sept. 26, 1883.
6000	North Wheal Basset (cop., tin), Illogan [S.E.]	nil.	10 1/2	11 1/2	14 7 0	0 8 0—Feb. 24, 1888.
6400	Par Consols (copper), St. Blaize [S.E.]	1 2 6	18 1/2	20	31 14 0	0 10 0—March 2, 1888.
500	Peak United (lead), North Derbyshire	7 15 0	2 1/2	2 1/2	4 10 0	0 10 0—April 12, 1886.
200	Phoenix (copper, tin), Linkinghorne	100 0 0	370	370	269 10 0	25 0 0—May 5, 1888.
1000	Pobber (tin), St. Agnes (Preferential)	15 0 0	5	5	18 11 9	1 0 0—July 11, 1887.
1772	ditto ditto (Gold and ditto)	15 0 0	5	5	18 11 9	1 0 0—July 11, 1887.
660	Providence Mines (tin), Ury Lelant	20 13 2	66	67 1/2	72 4 6	2 0 0—Feb. 24, 1888.
2500	Rhoswydd and Rheidol (lead)	11 5 0	12	12	0 13 0	0 3 0—Oct. 21, 1887.
512	Rosewarne United (copper), Illogan [S.E.]	12 0 0	25	25 27 1/2	32 10 0	1 10 0—June 8, 1887.
15000	Ruanan Colliery Company, Limited	0 5 0	9 1/2	9 1/2	0 10 1/2	0 6 0—Feb. 4, 1888.
12000	Scrimgeur Consols (cop.), Whitechurch [S.E.]	0 6 0	1 1/2	1 1/2	0 10 0	0 2 6—July 27, 1887.
256	South Caradon (copper), St. Cleer [S.E.]	2 10 0	395	390 400	510 0 0	10 0 0—March 30, 1888.
128	South Crinias (copper), St. Austell	19 0 0	285	285	60 0 0	20 0 0—June 18, 1885.
512	South Tolgus (copper), Redruth, Cornwall	8 0 0	70	67 1/2 70	74 0 0	3 0 0—July 28, 1887.
496	South Wheal Francis, Illogan [S.E.]	18 18 9	230	240 250	294 5 0	7 0 0—May 3, 1888.
1024	Spears Consols (tin), St. Just, Cornwall	3 12 0	1 1/2	1 1/2	8 8 6	0 2 6—Dec. 10, 1883.
280	Spears Moor (copper), St. Just	28 7 8	15	15	4 5 0	0 10 0—June 13, 1886.
970	St. Aubyn and Grylls (cop., tin), Breage	6 8 4	4 1/2	4 1/2	0 17 6	0 4 0—April 1, 1882.
20000	St. Day United (tin and copper)	2 0 0	3 1/2	3 1/2	0 3 6	0 3 0—July 23, 1888.
470	St. Ives Consols (tin), St. Ives	16 0 0	37 1/2	35 40	915 0 0	1 0 0—Nov. 19, 1887.
9600	Tamar Consols (silver-lead), Beccleson [S.E.]	4 10 0	1 1/2	1 1/2	4 13 6	0 2 6—Feb. 7, 1886.
6000	Tincroft (copper, tin), Pool, Illogan [S.E.]	11 10 0	37 1/2	37 1/2	8 15 0	1 0 0—Feb. 15, 1888.
512	Trevelyan (copper), Illogan [S.E.]	11 10 0	37 1/2	37 1/2	1 15 0	1 0 0—Feb. 21, 1884.
96	Trevelyan (copper), Gwennap, Cornwall	42 10 0	65	60 65	467 15 0	5 0 0—June 4, 1885.
120	Trevelyan (copper), Gwennap, Cornwall	15 10 0	15	15	403 13 6	2 10 0—April 29, 1881.
4000	Trevelyan (copper), Bodmin	1 3 6	1	1 1/2	0 5 0	0 5 0—July 8, 1886.
4096	Trevelyan (silver-lead), Menheniot, Cornwall	2 10 0	1	1	1 12 0	0 3 0—April 2, 1887.
100	Trumpet Consols (tin), near Helston	95 0 0	10	10 12 1/2	55 0 0	5 0 0—Dec. 20, 1884.
400	United Mines (copper), Gwennap [S.E.]	40 0 0	100	100	61 5 0	2 0 0—Feb. 12, 1886.
20000	Valley of Towry (lead), Carnarvon [S.E.]	0 12 6	1 1/2	1 1/2	0 4 9	0 1 0—March 12, 1888.
512	Wendron Consols (tin), Wendron	23 7 8	32 1/2	32 1/2	2 0 0	1 0 0—Sept. 27, 1887.
6000	West Basset (copper), Illogan [S.E.]	1 10 0	24	24 25	12 18 0	0 8 0—Jan. 27, 1888.
256	West Caradon (copper), Liskeard [S.E.]	20 0 0	105	100 105	285 5 0	2 0 0—Sept. 23, 1887.
256	West Darnell (copper), Gwennap	10 7 0	115	115	22 0 0	2 0 0—July 20, 1887.
4000	West Fowey Consols (tin and copper)	7 0 0	8 1/2	8 1/2	0 2 6	0 2 6—March 5, 1888.
1024	West Providence (tin), St. Erth	2 11 7	3	3	33 1 9	0 10 0—April 8, 1887.
400	West Wheal Seton (copper), Camborne	38 10 0	310	310	116 10 0	0 8 0—April 13, 1888.
1228	Wheal Arthur (copper), Calstock	9 0 0	47 1/2	5 2 1/2	6 10 0	0 10 0—Oct. 25, 1885.
240	Wheal Bai (tin), St. Just	15 0 0	15	15	487 10 0	5 0 0—March 6, 1888.
512	Wheal Basset (copper), Illogan [S.E.]	2 5 0	225	220 225	867 10 0	10 0 0—March 16, 1888.
256	Wheal Basset (copper), Redruth [S.E.]	5 0 0	295	290 300	1 10 0	0 10 0—Sept. 9, 1885.
1024	Wheal Charlotte, Perranuthnoe	5 3 4	7	6 7	42 0 0	3 0 0—Oct. 26, 1887.
250	Wheal Clifford (copper), Gwennap	5 10 0	5 1/2	5	0 5 0	0 5 0—March 30, 1888.
4096	Wheal Edward (copper), Calstock [S.E.]	5 10 0	5 1/2	5	0 5 0	0 5 0—March 30, 1888.
5000	Wheal Fortescue (copper), Bodmin	nil.	1	1	0 2 4	0 1 6—Jan. 14, 1886.
128	Wheal Friendship (copper), Devon	50 0 0	80	80	2385 10 0	10 0 0—Feb. 11, 1888.
1024	Wheal Grylls (copper, tin), Breage	0 4 0	1 1/2	1 1/2	0 2 0	0 2 0—Feb. 24, 1887.
512	Wheal Hane (silver-lead), Kew	3 10 0	12	12 1/2	8 15 0	0 6 0—March 24, 1887.
512	Wheal Kiddy (tin), Ury Lelant [S.E.]	4 10 0	12	12 1/2	6 0 0	0 3 0—March 24, 1887.
1024	Wheal Kiddy (tin), Ury Lelant [S.E.]	4 10 0	12	12 1/2	6 0 0	0 3 0—March 24, 1887.
448	Wheal Lelant (tin), Wendron	33 0 0	18	18	31 0 0	1 0 0—Sept. 5, 1886.
1024	Wheal Margaret (tin), Ury Lelant	19 15 0	55	54 55	85 0 0	1 0 0—Feb. 23, 1888.
1024	Wheal Mary Ann (lead), Menheniot [S.E.]	8 0 0	44	44 45	34 12 6	2 5 0—March 9, 1888.
80	Wheal Owles, St. Just, Cornwall	70 0 0	300	300	220 13 0	5 0 0—Aug. 2, 1887.
240	Wheal Reeth (tin), Ury Lelant	35 10 0	30	30 35	40 10 0	3 0 0—Oct. 12, 1882.
194	Wheal Seal (tin, copper), Camborne	107 0 0	130	125 135	286 10 0	2 0 0—Oct. 12, 1882.
1040	Wheal Trelawny (silver-lead), Liskeard [S.E.]	4 10 0	24 1/2	23 1/2	32 10 0	1 0 0—April 26, 1888.
1024	Wheal Trelawny (tin, copper), Gwennap	11 2 6	2	2	12 6 0	0 2 6—Dec. 27, 1887.
4996	Wheal Wrey (lead), St. Ives	1 0 0	3 1/2	3 1/2	2 12 6	0 2 6—Dec. 27, 1887.
5000	Wicklow (copper), Wicklow	5 0 0	45	45	28 15 6	1 10 0—Jan. 14, 1888.

[* Dividends paid every two months. † Dividends paid every three months.]

FOREIGN MINES.

10000	Altan and Quenangen United (cop.), Norway	16 10 0	6	6	£4 5 0	£0 15 0—Nov. 21, 1883.
2464	Barras (copper), South Australia	5 0 0	135	135	195 0 0	0 5 0—March 3, 1888.
12000	Coler Copper Company (cop.), Cuba [S.E.]	40 0 0	43	44 46	86 12 0	1 0 0—Jan. 26, 1888.
10000	Copago Mining Company, Chili [S.E.]	16 0 0	13	13	5 18 0	0 10 0—March 19, 1888.
7000	English and Australian	5 0 0	1 1/2	1 1/2	0 7 6	0 2 6—Feb. 25, 1888.
30000	General Mining Assoc., Nova Scotia [S.E.]	15 0 0	18	18 1/2	10 5 0	0 15 0—July 7, 1887.
15000	Linas (lead), Pozo Ancho, Spain [S.E.]	3 0 0	9 1/2	9 1/2	5 10 6	0 8 0—March 30, 1888.
10000	Lusitanian (of Portugal) [S.E.]	1 15 0	1 1/2	1 1/2	0 3 0	0 3 0—Jan. 29, 1888.
109815	Mariquina (lead), New Granada [S.E.]	20 0 0	6	6 1/2	1 0 0	1 0 0—June 26, 1885.
10000	Pontal (silver-lead), France [S.E.]	20 0 0	6	6 1/2	1 0 0	1 0 0—June 26, 1885.
7000	Royal Santiago (copper), Cuba [S.E.]	16 15 0	2	2 1/2	33 0 0	1 5 0—July 12, 1888.
11000	St. John del Rey, Limited	15 0 0	13	13 1/2	35 7 6	1 0 0—June 19, 1887.
4174	United Mexican (silver), Mexico [S.E.]	28 5 0	3 1/2	3 1/2	1 16 0	0 4 0—Feb. 14, 1883.
188676	North British Australasian [S.E.]	1 0 0	3	3	0 31 0	0 13 0—Feb. 25, 1887.